

# AMERICAN FLAT INCIDENT



**JULY 26, 2003**



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July 27, 2003

To: Paul Hefner, Incident with Potential Review Team Leader

From: Jurisdictional Agencies

Subject: Delegation of Authority; Incident with Potential Review that occurred on the American Flat Incident

This memorandum provides official delegation of authority for conducting an incident with potential review:

Incident: Central Lyon County Engine Burnover "no injuries" during the initial attack phase of the fire. This was a joint jurisdiction fire with unified command (BLM, NDF, Story County, Lyon County)

Jurisdiction: Mixed Ownership

Incident Name: American Flat

Location: West of Silver City Nevada (Lyon County)

Date of Occurrence: 26, July, 2003

The investigation shall be conducted to objectively review statements, gather facts, and, at a minimum, address the following objectives:

- Determine if this incident falls into any to the three accident categories identified in the Standards for Fire Operations as per agencies (Federal, State, County) . If it is determined that the incident does meet any of the categories, contact the appropriate agencies immediately.
- Determine causal factors, develop findings and recommendations as appropriate.
- Determine whether the operations were in compliance with appropriate agencies policy and procedures.
- Provide recommendations for enhancing our operations as they relate to the utilization of initial attack engine resources.

Request that a preliminary debriefing be conducted within 24 hours with the appropriate local agencies (Carson City Field Office, Lyon County, Story County, Nevada Division of Forestry Western Region), Nevada State Office, Fire and Aviation and the Nevada Division of Forestry State Office. Pending the preliminary report, we will negotiate the date for the final report.

*Ken Hefner* BLM, SFMO 7/27/03

*Paul Hefner* NDF, Fire Program Coordinator 7/27/03

*John Silkenwirth* CLCFD 7/27/03



# The Investigation Team

**Team Leader:** Paul Hefner, United States Forest Service

Mike Smith, Nevada Division of Forestry

Robert Edgington, Reno Fire Department  
City of Reno, Safety and Training

Dave Davis, Bureau of Land Management  
Battle Mountain

Mike Lipka, Bureau of Land Management  
Nevada State Office

# American Flat Incident 24 Hour Briefing

## Lyon County Nevada Engine Burn Over

Location: Silver City, Storey and Lyon County Nevada

Date of Occurrence: July 26, 2003

Time of Occurrence: 1815

Team Leader: Paul Hefner, Humboldt Toiyabe National Forest

Mission: Wildland Fire Incident, Engine Operations

Activity: Initial Attack

Number Injured: None

Number of Fatalities: None

Property Damage: \$280,000

### Narrative:

On July 26 2003 at approximately 1740 hours fire personnel from Storey County, and Central Lyon County Fire Districts, Nevada Division of Forestry, and Bureau of Land Management responded to a reported fire in the American Ravine road area of Silver City. Initial attack units on scene began a direct attack on the fire where possible along the existing road system. The engine captain did an initial assessment on foot in front of the engine and made the decision to pull back due to increasing fire activity and unpredictable winds. He realized at the time that several of the 18 watch out situations were evident and compromising the safety of the crew and local bystanders who were on foot. In backing out, the engine became immobile. He reassessed the situation and decided that fire behavior was beyond the capability of the engine for a safe stand. The decision was then made to abandon the engine and withdraw from the situation. The engine crew assisted several bystanders on foot and withdrew to safety at the staging area.

There were no injuries. The fire was contained at approximately 28 acres.

The engine crew should be credited to following their training and adherence to the 10 and 18.

The cause is under investigation.

Paul D Hefner  
Team Leader



# **American Flat Incident Central Lyon County Engine Burn Over Review**

## **Preface**

The American Flat Incident was initially dispatched at approximately 17:48 hrs, July 26, 2003 about 1/2 mile up the American Ravine drainage. The cause of the fire is being investigated by the Nevada Division of Forestry. The fire burned approximately 30 acres in both Lyon and Storey Counties. The origin of the fire has been determined to be in Storey County. The Nevada Division of Forestry, Storey County Fire Department, and Central Lyon County FPD are responsible for wild land fire suppression activity in this area. Other agency participants are the Bureau of Land Management.

## **Timeline of Significant Events**

At approximately 1800 hours members of the crew of Engine 34(E-34) heard the fire dispatch while scanning the radio. They notified Lyon dispatch and requested a first alarm brush assignment then donned their Personal Protective Equipment (PPE) and headed in the direction of the reported fire to assist in suppression activities. Station 34 is located approximately 1/2 mile from the area of the fire. E-34 consisted of two persons for this incident. They proceeded west from Station 34 toward the reported area of the fire. They reported seeing a column of smoke when leaving the station. They proceeded off the pavement at American Ravine Rd and into American Ravine, toward the visible smoke column. They proceeded on the dirt road up the ravine; both engine members were familiar with the area. The conditions were cloudy with light winds. The column of smoke was straight up, according to the crew. They continued on the dirt road, encountering rocks and debris. The fuel was heavy (sage, white top, grass willow and pinion/junipers) in the ravine bottom and fuels on the ravine sides.

**July 26, 2003**

17:48 Storey County-incident initiated at 680 American Flats Rd., Silver City.  
17:44 SC- Smoke reported below the old mill American Flats.  
17:49 LC- E-34 out.  
17:49 SC- Confirmed column of smoke coming from American Ravine.  
17:57 E-34 with size up  
18:01 E-34 fire has jumped the ravine, advised of air tac being ordered.  
E-34 reports he is in a situation and needs an air drop  
18:14 LC- E-34 crew accounted for, E-34 is at a loss.  
18:34 LC- Medic 36. 34 crew in staging, Patrol 35 and E-34 crew in staging-Hwy 341 and American Ravine Rd.  
18:30 SC- Request Central Lyon County 1 or 2 to respond. Engine burned over but crew is safe.

## **Conduct of the Review**

### **Interagency Standards for Fire and Fire Aviation Operations 2003**

Clarification: Reviews & Investigation

Reviews and investigations are two methods used by wildland fire and aviation managers to ensure or improve safety and efficiency, determine if any policy or operational changes should be initiated, and identify any management system failures. Reviews are usually based on improving performance and increasing safety, while investigations are conducted when an accident or incident with potential for injury or fatality occurs.

Depending on the complexity and severity, reviews and investigations may be conducted at the local, state/regional, or national level.

Defined

REVIEW:

Reviews address all or any aspects of wildland fire and aviation management. Reviews may focus on programs oversight, safety, leadership, operations, specific incidents, preparedness, training, staffing, business practices, budgets, planning, interagency cooperation, and linkage between fire and other agency programs. Review teams will develop findings and recommendations and establish priorities for action.

Reviews may be conducted in the form of Preparedness Reviews, Fire and Aviation Safety Team Reviews, Individual Fire Reviews, or program specific reviews.

### *Individual Fire Reviews:*

*Fire reviews examine all or part of the operations on an individual fire. The fire may be ongoing or controlled. These evaluations may be a local, state/regional, or national review, a hotline review, an incident management team closeout and review, a wildland fire review, or an escaped prescribed fire review.*

*State/Regional Level Review- Convened by the state/regional FMO (or designated representative). This review is generally conducted for any fire that results in controversy involving another agency, adverse media attention, or in large expenditures of funds \$2,000,000 or more, or involves serious injury to less than 3 personnel, significant property damage, or an incident with potential.*

### INVESTIGATIONS:

The following provides guidance and establishes procedures for national level incident/accident investigations (as defined below). Each state/region and local unit must have procedures in place to conduct investigations for incidents/accidents that do not require national involvement. The following information may be used as a guide for this procedure as well as referencing the following applicable agency guidance.

Investigations are organized into three accident categories:

#### *Entrapment:*

*Defined by NWCG as situations where personnel are unexpectedly caught in a fire behavior-related, life-threatening position where planned escape routes and safety zones are absent, inadequate, or have been compromised. Entrapments may or may not include deployment of a fire shelter for its intended purpose, and they may or may not result in injury. They include near misses.*

#### *Incidents with Potential and /or Non-Serious Injury:*

*Wildland fire-related mishaps that result in serious or non-serious injuries involving multiple personnel, near accident (which would have resulted in a serious injury or fatality), substantial loss of property (less than \$250,000), or is so complex and fraught with operational discrepancies that it has the potential to produce an accident, serious injury, or fatality given a similar environment or set of circumstances that existed at the time of incident. Notification to the National Fire and Aviation Safety Office is required. Investigations are required and conducted at the state/region or local level (national assistance is available upon request).*

#### *Wildland Fire Serious Accident:*

*Defined as accidents where one or more fatalities occur and/or three or more personnel are inpatient hospitalized as a direct result, or in support of, Wildland fire suppression or prescribed fire operations, or substantial property or equipment damage of 250,000 or more occurs. Notification to the National Fire and Aviation Safety Office is required. National Office will conduct investigation with the delegation of authority coming from the national Fire Director or agency director.*

## Importance

This incident clearly falls within the scope of an Investigation under the accident category of ***Incident with Potential and/or Non-Serious Injury***. It became evident early in the investigation there would be two simultaneous investigations; the first one being the accident investigation and the second being the criminal investigation. The determination was made to label the ***Incident with potential and/or Non-Serious Injury*** investigation a ***Review***, as to not complicate or confuse the requested information from the Team. This allowed for the Central Lyon County Fire Chief and his staff to isolate and not confuse the two independent investigations. At no time should the importance of the investigation category be lost in the translation of the word Review.

## July 26, 2003

Bureau of Land Management (BLM), Scott Johnson and Storey County Chief Gary Hames requested initiation of a review team for the E-34 burn-over incident. The team was assembled and dispatched to the BLM Headquarters in Carson City for a meeting at 0900 July 27, 2003.

## July 27

The team assembled at the BLM Headquarters in Carson City, NV. The investigation team consisted of Paul Hefner, US Forest Service, Dave Davis, BLM, Mike Smith, Nevada Division of Forestry (NDF), Rob Edgington, Reno Fire Department (RFD), Mike Lipka, BLM, Ronan Thornhill, (NDF), Leonard Waking, BLM, Bob Ashworth, NDF, and Kevin Hull, BLM. They were given an in-briefing and delegation of authority at that time.

The team met at the site of the incident for additional photos and review of the accident site and surrounding conditions.

The team reassembled at Station 35, Central Lyon County Fire Protection District (CLCFPD), for a concurrence of activity and re-interviewed the witnesses. A 24-hour report was issued at approximately 1730 hours.

Critical Incident Stress Debriefing was to commence at 1900 hours for all personnel who wish to attend. Initial debriefing was conducted after the incident.

## Narrative

Narrative based on Witness statements as listed:

Chief Gary Hames, Story County Fire

Chef Joe L. Curtis, Virginia City District, Story County VFD

Battalion Chief Joseph J. Reinhardt, Nevada Division of Forestry

Capt. Kip Allander, Silver City VFD (Central Lyon County Fire Protection District)

FF. Patricia Allander, Silver City VFD (Central Lyon County Fire Protection District)

FF. Kevin B. Kleinworth, Central Lyon County Fire Protection District

On July 27, 2003 a verbal interview was conducted with all parties in the presence of the investigating team. The interview focused primarily on Engine 34 crew, to include events that led up to the time they departed the vehicle, tactics and strategies, safety and mitigating circumstances. It should be noted that Engine 34 crew, Kip Allander and Patricia Allander verbal statements were consistent with their written statements, with the exception of the encounter with two citizens that were the nearby property owners. The information gathered about the citizens proved to compound Engine 34 and Brush 35's situation; both male subjects and their dog were a distraction, causing both crews to focus on the civilians' safety.

On July 26, 2003 at approximately 1700 hrs Capt. Kip Allander and FF. Patricia Allander staffed station 34 based upon current visible weather conditions noting numerous lightning strikes. While monitoring the radio traffic throughout the area, they overheard Story County Fire dispatch a brush fire alarm to American Flats, Silver City. Capt. Allander, from his location, witnessed the column of smoke and believed this to be Lyon County's jurisdiction and therefore responded. Engine 34 also requested that Lyon County dispatch a first alarm brush fire response to this location.

Engine 34, within minutes from their station, accessed American Ravine Canyon and observed the fire at 3 to 4 acres. Capt. Allander made visible observations in several locations that there appeared to be small spot fires on the road. Conditions of the fire at this point were described to be heavy fuels, group torching of pinion junipers on the east aspect of the drainage and the smoke column was straight up.

Capt. Allander and FF. Allander have frequented this ravine on many occasions and are very familiar with this area. Tactics and Strategies were based on the first hand knowledge of this canyon. Priorities were to try to keep the fire from advancing south and jumping to the west of the road.

Several hundred yards from the fire and 135 feet from the position of Engine 34 turnover, Capt Allander parked the engine as the road narrowed. He proceeded on foot up the two-track road and around a bend. Observations were that the fire crossed the road and now was burning up the west side (north aspect) and the east side (south aspect) was heavily involved. Capt. Allander returned to Engine 34 and decided to move the vehicle to a safer location with lighter fuels and attempt to catch the fire as it approached his location down canyon. The Engine was backed down the road approximately 117 feet. This location was denoted by the vehicle mud flap and the location of extended hose found on scene.

Engine 34 was relocated and offensive tactics were initiated. 100 feet of inch and a half hose was deployed. Just prior to charging the hose line, fire conditions changed and down canyon winds developed. The decision was made to abandon this course of action and depart the canyon. CLCF Brush 35 had now pulled within yards of Engine 34 to assist. There were also civilians in the general area. Brush 35 was motioned to leave the area and immediately retreated. Both Firefighters from E-34 entered the Engine and proceeded to back down the road.



Engine 34 backed approximately 115 feet further down the canyon apparently, striking a rock in the road causing the right front tire of the engine to veer off the road. Two civilians had appeared and became distracting to the backing operations. The civilian's dog also hampered the retreat of Brush 35. Capt. Allander immediately checked the status of the engine's drive train and confirmed the vehicle was still in the four wheel low position. Several attempts were made to bring the engine back on to the road to no avail. Spot fires were at this time developing rapidly down canyon and the decision was made to abandon the vehicle and walk down canyon prior to the escape route being cut off. Very active fire behavior with erratic winds had developed at this time. Capt. Allander radioed an emergency traffic and stated Engine 34 was stuck and the crew was walking out to the mouth of the canyon.

The Crew of Engine 34, immediately upon exiting the vehicle, recognized the need to escort the civilian down the hill, (the elderly of the two men) which became a struggle. The crew walked approximately 303 feet to Brush 35 location in a cleared area. The civilian adamantly refused to accept a ride in Brush 35 and continued to walk down canyon very slowly. Engine 34 Crew, at their own risk, escorted the civilian on foot down the canyon. Brush 35 followed the trio down the road. Engine 34's crew and Brush 35 exited the canyon to the staging area and confirmed their status with the Operations Chief.

## **Personal Protective Equipment**

The crew of E-34 was witnessed with all proper Personal Protective Equipment (PPE) after the incident. PPE was inspected by the team and was in compliance and met all standards of the National Fire Protection Association (NFPA). This PPE was less than three years old. It was determined that PPE was not a factor in regards to the investigation. All PPE was donned properly. No fire shelters were deployed or uncased during the incident. The crew never felt, at any time, that shelters were needed, according to their statements and concurring interviews. No mechanical failures of equipment were reported or observed.

## **Fire Behavior**

### **Weather/Climatology**

The Carson /Virginia City area and surrounding mountains/desert has had a severe and protracted drought the last several years. Vegetation/fuels have been stressed as a result, with current and previous year's fire behavior reflecting this drought condition.

Review of three Remote Area Weather Stations (RAWS), Jack Wright, Fish Springs, and Dead Camel Mountain indicate significant rainfall amounts from high intensity thunderstorms during the last seven days. Rainfall amounts ranging from 1.25 inches to over 2 inches of rain have fallen in and around the fire weather zone (450). Local input indicates a heavy rainfall occurred in Dayton, just east of the fire area the previous week. These high intensity thunderstorms are the result of an early influx of monsoon moisture resulting from the onset of the Four-corners High.

Of significance is the short-duration/high intensity of these storms. While affecting all fuels by adding moisture to the various fuel regimes and soils, these moisture events have provided only temporary/short term and localized relief to the persistent drought conditions. These events have also moderated, in the short term, the potential for extreme fire behavior. This relief is short lived, especially in the dead one, ten and one-hundred Time Lag Fuel Moistures (TLFM). Previous years as well as earlier fire events this year witnessed extreme fire behavior events; indicative of the protracted drought and resulting fuel conditions.

The local Central Lyon County Fire Chief does not believe these short duration storms have contributed to any moderation of the local fire behavior.

### **Fire Weather, July 26th**

Fire Weather Zone 450 indicated no Red Flag conditions for the evening of the American Flats Incident. Consultation with the Fire Weather Forecaster indicates that the predicted potentially wet thunderstorms precluded any fire weather warning.

The forecast called for isolated showers and thunderstorms in the evening. The requisite caveat: Thunderstorms imply gusty and erratic winds. was also included in the forecast.

Eyewitness statements as well as RAWS weather data indicate probable thunderstorm influenced winds from a westerly and northwesterly direction around the incident. This data reaffirms witness statements of a down canyon wind and reinforces the down canyon fire run to the east/southeast that resulted in the incident.

A local Nevada Division of Forestry Battalion Chief on the scene reported down canyon winds at 5-8 MPH.

### **Fuel Conditions**

The most notable fuel condition is the drying of the 1000 hour Time Lag Fuel Moisture (TLFM). Data collected from the Great Basin Live Fuel Moisture Project (GBLFMP) indicates a five (5) percent TLFM from the Markleeville monitoring site. This site is southwest of the incident on Carson City BLM Lands. To place this reading of the 1000 hour TLFM in context, kiln dried lumber purchased at a local lumberyard is normally dried to between 12-19%.

One hour TLFM calculations taken from the fire behavior fuel guide and using the Dead Camel Mountain 1600 hours recorded weather (96 degrees F, 11% RH) indicate a predicted one-hour dead TLFM of 4%.

The Great Basin Live Fuel Moisture Prediction (GBLFMP) Fish Springs monitoring site indicates live fuel moisture (sagebrush) of 93%. This translates into extreme fire behavior when considering live fuel moisture components for fire behavior predictions. Warm Springs monitoring station reports a 41% live fuel moisture in sagebrush. This would be considered in the advanced category when using live fuel moistures for fire behavior conditions.

The pinion pine live fuel moisture monitoring site at Markleeville indicates a measurement of 108%. Measurements below 120% in these fuels usually indicate the plant is moving towards dormancy in order for the plant to preserve plant moisture. Extreme or advanced fire behavior begins to occur when this measurement goes below 120%.

All of these various measurements reflect the drought conditions the region has been experiencing.

## Fire Behavior Calculations At Incident

A fuel model 6 was used to represent fire behavior calculations. This represents, fairly well, surrounding fuels in the canyon bottom and walls. Fuel model 6 was chosen, because the author does not believe sufficient live fuel moisture in the brush/pinon/juniper complex fuel regimes exists to significantly inhibit/influence fire behavior.

BEHAVE INPUTS		BEHAVE RESULTS	
1 HOUR	4%	RATE OF SPREAD	63 CHAINS/HOUR
10 HOUR	5%	HEAT PER UNIT AREA	527 BTU/SQ FT
100 HOUR	6%	FIRELINE INTENSITY	609 BTU/FT/S
MID FLAME WIND SPEED	7MPH	FLAME LENGTH	8.6 FEET
SLOPE	4%	REACTION INTENSITY	2148 BTU/SQ FT/M
WIND VECTOR	0	EFFECTIVE WINDSPEED	7 MPH
PREDICT AT MAX	YES		

The fire was witnessed as running down canyon under the influence of a westerly/northwesterly wind. These winds are suspected as having been influenced by thunderstorm/s in the area creating outflow winds. Using that information and the same inputs, except changing the wind vector to 180 degrees, the following outputs were obtained from BEHAVE.

BEHAVE INPUTS		BEHAVE RESULTS	
1 HOUR	4%	RATE OF SPREAD	63 CHAINS/HOUR
10 HOUR	5%	HEAT PER UNIT AREA	527 BTU/SQ FT
100 HOUR	6%	FIRELINE INTENSITY	607 BTU/FT/S
MID FLAME WIND SPEED	7MPH	FLAME LENGTH	8.6 FEET
SLOPE	4%	REACTION INTENSITY	2148 BTU/SQ FT/M
WIND VECTOR	180 DEGREES	EFFECTIVE WINDSPEED	7 MPH
PREDICT AT MAX	YES	DEGREES CLOCKWISE FROM UPHILL	180

These figures represent a computer model estimate for the given input. Numerous limitations and assumptions must be applied when attempting to apply these results.

There was only one personal observation reported to this Fire Behavior Analyst during the course of this review. The staging area reported that a radio transmission stated that flame lengths of 10-20 feet in the pinon pines torching on the uphill runs was made early during the incident. No other personal observations of the surface fires have been given to this Team. Past experience with similar fuels, terrain, and weather conditions indicate longer flame lengths likely occurred on the American Flats Incident.

## **Incident Management**

### **Objectives**

Keep the fire on the south side of the canyon and prevent it from traveling downhill toward residences at the mouth of the canyon.

### **Strategy (Significant Contribution)**

- The strategy was to control the fire utilizing a direct attack when the road and fuels allowed and indirect in the steeper areas of the canyon.

### **Tactics (Significant Contribution)**

- Initially Engine 34 went to make a direct attack on the fire and establish an anchor point on the road.
- When the engine captain determined he could not be effective using this tactic, he began to retreat by backing out the way he came in.
- Civilians played a role in E-34 making the decision to retreat.
- There were areas to turnaround in, but approximately 535 ft of backing was required to reach the turnaround. The upslope shoulder of the road had heavy brush laden with large rocks.
- Some areas in the canyon had limited communication on the assigned frequency prompting the engine to communicate on local agency frequency. The limited communications lead to a short period of concern by the operations and incident commander for the safety of the engine crew.
- A safety officer was not onsite yet as this was still in the Initial Attack stage. Early on in the incident a safety officer was requested.

## **10 Standard Fire Orders, 18 Watch Out Situations**

Wild land firefighting is a tough, arduous, and often high-risk job. Much effort has been spent to reduce risk, improve fire safety and eliminate fire-fighter fatalities and injuries. Personal Protective Equipment (PPE), improved communications, and fire behavior prediction technology are a few of the changes that have improved a firefighter's safety margin. Technology improvements aside, basic fire behavior has not changed in the wild land setting. Human behavior and the decision making process change constantly and these changes can be linked directly to why accidents occur. The Ten Standard Fire Orders and the Eighteen Situations That Shout Watch Out are the foundation for this decision making process. In this incident, quick initial assessment using this process and continual reevaluation of these standards resulted in a margin of safety and allowed ample time for an orderly retreat.

## **10 Standard Fire Orders**

- Keep informed on fire weather conditions and forecasts.  
Being a volunteer Engine Crew, they did not receive the daily forecast but did observe the thunder cell development and factored this into his decision.
- Know what your fire is doing at all times.  
The Engine Captain momentarily left the engine to walk ahead to see what the main fire was doing and in turn made a decision to relocate the engine to an area of lighter fuels after his observation.
- Base all actions on current and expected behavior of the fire.  
Observed and retreated



- Identify escape routes and make them known.  
The only escape route was the way in. When the spot fire started behind him, he realized his escape route was being compromised.
- Post lookouts when there is possible danger.  
None posted, first on scene
- Be alert. Keep calm. Think clearly. Act decisively.  
Observed through interviews and taped radio transmissions.
- Maintain prompt communications with your forces, your supervisor and adjoining forces.  
When communications were marginal on assigned frequency he used a local agency frequency to communicate on.
- Give clear instructions and insure they are understood.  
Completed
- Fight fire aggressively, but provide for safety first.  
The engine crew intended to direct attack the fire but decided too many of the watch out situations were present and retreated.

## 18 Watch Out Situations

- The fire has not been scouted and sized up.  
When no information was available the Engine Captain scouted the fire. There was a delay in Air tac reaching the fire due to thunderstorms over the Minden Airport.
- The crew is in terrain they have not seen in daylight.  
Daylight incident however crew very familiar with terrain
- Safety zones and escape routes are not identified.  
Identified as the route in to incident.
- Unfamiliar with weather and local factors influencing fire behavior.  
Very familiar as he was son of fire chief of 32 years. The Engine 34 crew had 16 years of firefighting experience in area
- Uninformed about strategy, tactics, and hazards.  
There was sound communications from E-34 engine captain to command on strategy and tactics.
- Instructions and assignments are not clear.  
This was an Initial Attack fire. The fire situation was a rapidly changing environment.
- No communication link between crewmembers and supervisors has been established.  
Not a factor
- Constructing a line without a safe anchor point.  
Not a factor

- Building line downhill with the fire below.  
Not a factor
- Attempting a frontal assault on the fire.  
Had the fire taken the typical upslope run, the engine would have been able to attack the heel of the fire. However the dynamics of the canyon and thunderstorm's effect rapidly turned this into a potential frontal assault situation. This was a strong factor in decision to retreat
- Unburned fuel between you and the fire.  
Strong factor in decision to retreat
- Cannot see the main fire and not in contact with anyone who can.  
The Engine Captain left the engine to observe the fire and used this in his decision to retreat.
- On a hillside where rolling material can ignite fuel below.  
Not a factor
- The weather is getting hotter and drier.  
Not a factor
- The wind are increasing and/or changing direction.  
Major factor in decision making. Standing column to strong down slope.
- Getting frequent spot fires across the line.  
Major factor in decision making
- Terrain or fuels will make escape to safety zones difficult.  
Major factor in decision making
- Feel like taking a nap near the fire line.  
Not a factor in decision making

## Training and Experience

The Central Lyon County Fire Protection District utilizes the Standards and Qualifications located in the NWCG (National Wildfire Coordination Group) 310-1 publication. Both individuals involved in this incident were qualified for the positions filled and possess fire qualifications cards (red cards). The engine Captain had 11 years of experience as a volunteer firefighter. Firefighter had 5 years of experience.

## Findings

**Backing:** The arrival of a concerned citizen on scene added to the complexity of the developing situation. The concerned citizen was insistent that the Engine-34 crew take immediate suppression action on the fire. The Engine-34 crew recognized the changing fire environment and opted to retreat to their pre-determined safety zone. The civilian was on foot and to the rear of the engine. The Captain of Engine-34 was unable to ascertain whether the civilian was attempting to assist their backing retreat or was continuing to insist they suppress the fire. At some point during this confusion, the right front tire slipped over the edge of the embankment, high centering Engine-34. No spotter or backer was used during the retreat.

**Weather for Volunteers:** The Review Team is uncertain as to whether the Engine-34 crew had access to the Zone 450 Fire Weather Forecast prior to their dispatch to the incident. The debriefing interviews showed that both crew- members were aware of the thunder cells in the area.

**Qualifications and Certifications:** Both crew-members of Engine-34 are trained and red carded for their positions in accordance with the National Wildfire Coordinating Group's 310-1 publication, standards for fire fighting positions. The crew's training records reflect they have both received over 30 hours of refresher training for 2003.

**Equipment Capability and Maintenance:** Engine 34 was fairly new type 3, 1998 Pierce/Hawk all wheel drive, and was capable of handling the terrain and road conditions that were present on the American Flats access road. Review of the maintenance records indicate the vehicle met all standards and no defects were identified.

**Air Operations:** Engine-34 was the first on-scene resource to arrive at the American Flats Incident. Upon seeing the smoke column, the approaching BLM Chief Officer requested air resources, including an air attack platform through Minden Dispatch. Thunder cell activity over the airport prohibited launching any air resources to the fire. There were no fire resources that could see the overall fire scene.

**Civilians Present:** Two civilians arrived on-scene, arriving between Engine-34 (in the lead) and Brush-35. One of these individuals was quite insistent that action be taken on the growing fire, despite the recommendations/decision by the Engine-34 Captain to leave the area. The arrival of and the combative nature of the civilians exasperated and confused a developing and potentially dangerous situation. As the Engine-34 Captain attempted to retreat from the worsening fire situation the civilian may have hindered this retreat. During this time, the Engine Captain initially believed the civilian was actually assisting the backing action decided upon earlier.

## Conclusions

The Fire District has an array of backcountry roads within its protection boundary. This requires a wide variety of types and kinds of engines for this mission. Off road vehicle training in adjunct with standard operational procedures for these vehicles would increase skills and efficiency and may reduce future accidents.

The review team feels strongly that if a backer was used during this incident, this incident may have been less likely to occur. Discussions with Central Lyon County Fire Protection District indicate that a backing policy is forthcoming.

The team recommends the zone fire weather forecast be transmitted / faxed or posted at each fire station.

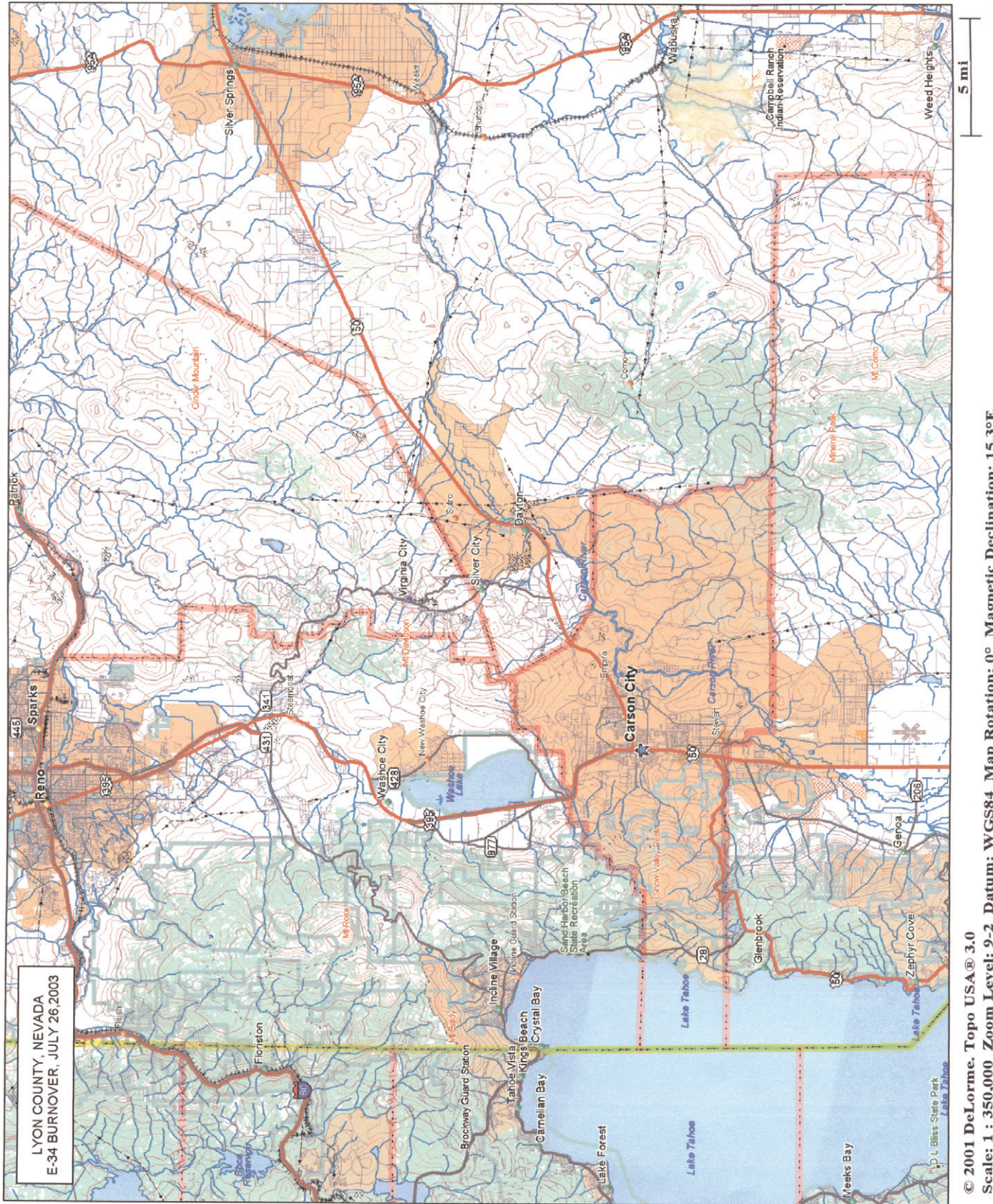
The review team recommends that aerial resources be utilized as much as possible due to the complex terrain and limited access/egress during initial attack.

The review team recommends that Law Enforcement be utilized as much as possible on Initial Attack fires to aid in lessening the involvement of civilians on the fireground. Law Enforcement could be utilized to manage the local concern and further ensure safety for fire personnel in the area.

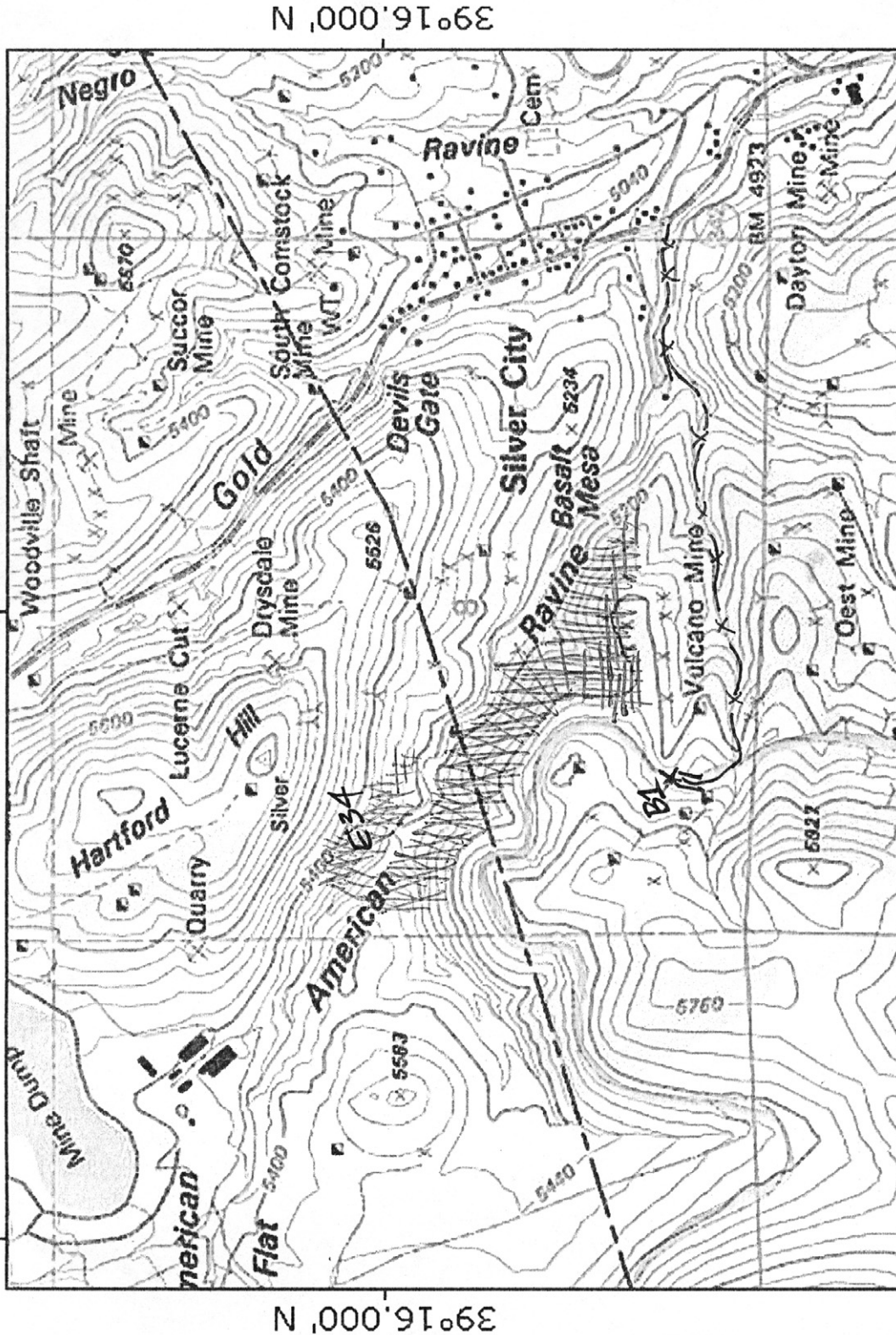
Staffing considerations and procedures should be implemented when utilizing an engine of this type and capability. Reference NWCG Handbook 3, PMS 410-1, Appendix A. The review team recommends that three persons be utilized to staff apparatus of this type and capability.

The prioritization of public safety became paramount in the protection of the civilians on this incident. The crew remained calm and acted decisively even with the impending fire situation and the compounded effect of the engine becoming immobile.

The Fire District has accepted the NWCG Fire Qualifications and Certification System as a standard. The review team feels that the initial training and yearly refresher contributed to the appropriate and timely decisions reached and implemented by the Engine 34 crew.



TOPO! map printed on 07/27/03 from "Nevada.tpo" and "Untitled.tpg"  
 119°40.000' W WGS84 119°39.000' W



119°40.000' W WGS84 119°39.000' W  
 TN/MN 15°  
 1 MILE 1000 METERS  
 Printed from TOPO! ©2001 National Geographic Holdings (www.topo.com)  
 Vest right of way  
 Burn Area  
 24 of E-34  
 X-X = BRUSH 1



<b>MOUND HOUSE VOLUNTEER FIRE DEPT</b>						
		<b>Dept. #</b>	<b>Hrs.</b>			
<b>Chief</b>	Joseph McKoy	1	8	Unit E-36 M-36 B-36	TYPE REPORT	Brush Fire
<b>Asst. Chief</b>	Jeff Snow	2			RUN #	1154
<b>Captain</b>					DATE	7/26/03
<b>EMS Captain</b>	Mike Jones	11	19		TIME OF DISPATCH	17:48
<b>Training Capt.</b>	Chuck Ritter	19	6		TIME OUT	17:52
<b>Members</b>	Marriane Moses	15			TIME ON SCENE	18:01
	Kevin Kleinworth	16			TIME CLEARED	22:24
	Joy Evans	20			TIME RETURN	22:33
	Ryan McIntosh	18			TIME FINISHED	23:15
	Ben Mallery	22		MANHOURS	6	
	Robert Sigarrao	23		ENGINE HOURS	0	
				LOCATION:		
				American Ravine Canyon/American Flats		
				TRANSPORTED TO:		
				OTHER PERSONNEL:		
				BLM, BIA, NDF, Storey County FD,		
				P-35, P-135, B-35, E-34, B-34, S-34		

Arrived on scene/staging at Highway 50 just entering Silver City. Obvious plumes of smoke rising into the air. Reported to Storey Chief Phil McKenna (staging officer) for an assignment. Was instructed to stand by. M-36 given same instructions. B-36 arrived shortly after and was also in staging. B-36 assigned to a strike team and sent on assignment to the old American Flats mill. Traffic was coming through about E-34 being in a bad location. Mike Streeter and I went on P-35 up the upper canyon road in an attempt to locate the crew. During the trip, we lost an outside L dual tire. While attempting to reach the location we were advised they were, E-34 crew requested that a water drop be made at their location immediately. They were advised that the tankers had not left the ground yet and that a drop was not possible at that time. They then reported they were going to try to defend the engine.

Report by:	Joseph McKoy	Faxed To	CLCFPD
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Date 7/28/03

and I was reassigned to P-35 by Chief McKenna to take crew commander of NDF to American Flats Mill to meet with crew. Upon return, we relocated staging to old school house. After a while in staging, E-36 was released. M-36 was requested to stay over night. B-36 was released with instructions to return at 0600 for day watch. Returned to Quarters.

At 0530, returned to Staging as previously requested. Rachel Toll (34) and Jason Cain (33) were assigned to B-36. It was decided Rachel would be engine captain. Received assignment to take the lower canyon division and work control lines for complete extinguishment. Thus our assignment was until being relieved by night watch at 18:00.

At 1200, M-36 personnel Mike Jones was relieved by Assistant Chief Jeff Snow. At end of day watch, I requested M-36 be relieved of duty, we had no personnel to staff it during night watch. Steve (IC) advised at 18:00 M-36 could be released.

Per Graham, Chief of 34, I was asked 07/28/03 to bring B-36 to incident for afternoon watch. I advised him I would be there around 1300. He stated he would notify C-1 of the directive.

# SILVER CITY VOLUNTEER FIRE DEPT

TYPE REPORT*	Fire
RUN #*	
DATE*	7/26/03

TIME OF DISPATCH	1730
TIME ENROUTE	
TIME ON SCENE	

TIME CLEARED	
TIME RETURN	
TIME FINISHED	2400

				UNIT*			
	Dept. #	Member	Staff #	E34	B34	S34	POV
Chief	1	G. ROSS	452			6	
Asst. Chief	2	KIP ALLANDER	202	6.5			
Captain	3	F. PEDLAR					
EMS Capt.	4	K. GAMBRALL	369				
Members:	5	G. SOSA	266				
	6	P. ALLANDER	203	6.5			
	7	R. TOLL	268		6.5		
	8	KC ALLANDER	201				
	9	S. BLOYD					
	10	W. ROSEVEAR					

## Location\*

American Flats, within 100yds either side of the Storey/Lyon County line.

## Description\*

Human caused brush fire in medium to heavy fuels. Kip and Patricia Allander started initial attack with engine 34 resulting in the loss of engine 34. ~~See attached reports for detail.~~ G. Ross was logistical help to command. R. Toll was on brush 36 with C Ritter. Brush 36 was part of a task force sent into American Flats through Gold Hill. Per Central 1. Kip and Patricia Allander were removed from active participation in suppression activities after the loss of Engine 34.

\* SEE KIP & PATRICIA'S STATEMENT OF WITNESS FOR  
DETAILS

## Comments

Incident Commander:

Unified command under Gary Johnson (BLM) and Gary Hames

Other units on scene:

Storey, Storey SO, BLM, NDF, Renc Fire, Lyon SO, B36, B35, P135, P35

Report by:\*

G. Ross

Report must be faxed to CLCFD [246-6204] within 24 hrs

Officer Signature

G. Ross

(certifying review of report)

Date Faxed\*

\_\_\_\_\_

\* Indicates required fields for data entry



<b>A</b>		MM DD YYYY		Delete <input type="checkbox"/>		NFIRS -1	
FDID * 11050		State * NV		Incident Date * 07 26 2003		Station 35 Incident Number * 03-0001122 Exposure * 000	
				Change <input type="checkbox"/>		Basic	
				No Activity <input type="checkbox"/>			

<b>B Location*</b>		<input type="checkbox"/> Check this box to indicate that the address for this incident is provided on the Wildland Fire Module in Section B "Alternative Location Specification". Use only for Wildland fires.	
<input type="checkbox"/> Street address <input type="checkbox"/> Intersection <input type="checkbox"/> In front of <input type="checkbox"/> Rear of <input type="checkbox"/> Adjacent to <input checked="" type="checkbox"/> Directions		Census Tract _____ Number/Milepost Prefix Street or Highway Street Type Suffix Apt./Suite/Room City State Zip Code SILVER CITY NV 89428 The area of American Flatt Canyon Cross street or directions, as applicable	

<b>C Incident Type *</b>		<b>E1 Date &amp; Times</b>		<b>E2 Shift &amp; Alarms</b>	
141 Forest, woods or wildland fire		Check boxes if dates are the same as Alarm Date. ALARM always required Alarm * 07 26 2003 17:48:00 ARRIVAL required, unless canceled or did not arrive <input checked="" type="checkbox"/> Arrival * 07 26 2003 18:02:00 CONTROLLED Optional, Except for wildland fires <input checked="" type="checkbox"/> Controlled 07 26 2003 22:27:00 LAST UNIT CLEARED, required except for wildland fires <input checked="" type="checkbox"/> Last Unit 07 26 2003 22:27:00 <input checked="" type="checkbox"/> Cleared 07 26 2003 22:27:00		Local Option [C] [34] Shift or Alarms District Platoon	
<b>D Aid Given or Received*</b>				<b>E3 Special Studies</b>	
1 <input type="checkbox"/> Mutual aid received 2 <input type="checkbox"/> Automatic aid recv. 3 <input type="checkbox"/> Mutual aid given 4 <input type="checkbox"/> Automatic aid given 5 <input type="checkbox"/> Other aid given N <input checked="" type="checkbox"/> None		Their FDID Their State Their Incident Number		Local Option Special Study ID# Special Study Value	

<b>F Actions Taken *</b>		<b>G1 Resources *</b>		<b>G2 Estimated Dollar Losses &amp; Values</b>	
14 Contain fire (wildland) Primary Action Taken (1) Additional Action Taken (2) Additional Action Taken (3)		<input checked="" type="checkbox"/> Check this box and skip this section if an Apparatus or Personnel form is used. Apparatus Personnel Suppression 0009 0001 EMS Other <input type="checkbox"/> Check box if resource counts include aid received resources.		LOSSES: Required for all fires if known. Optional for non fires. None Property \$ 350 000 Contents \$ 000 000 PRE-INCIDENT VALUE: Optional Property \$ 350 000 Contents \$ 000 000	

<b>Completed Modules</b>		<b>H1* Casualties</b>		<b>H3 Hazardous Materials Release</b>		<b>I Mixed Use Property</b>	
<input checked="" type="checkbox"/> Fire-2 <input type="checkbox"/> Structure-3 <input type="checkbox"/> Civil Fire Cas.-4 <input type="checkbox"/> Fire Serv. Cas.-5 <input type="checkbox"/> EMS-6 <input type="checkbox"/> HazMat-7 <input checked="" type="checkbox"/> Wildland Fire-8 <input checked="" type="checkbox"/> Apparatus-9 <input checked="" type="checkbox"/> Personnel-10 <input type="checkbox"/> Arson-11		Deaths Injuries Fire Service Civilian <b>H2 Detector</b> Required for Confined Fires. 1 <input type="checkbox"/> Detector alerted occupants 2 <input type="checkbox"/> Detector did not alert them U <input checked="" type="checkbox"/> Unknown		N <input type="checkbox"/> None 1 <input type="checkbox"/> Natural Gas: slow leak, no evacuation or HazMat actions 2 <input type="checkbox"/> Propane gas: <21 lb. tank (as in home BBQ grill) 3 <input type="checkbox"/> Gasoline: vehicle fuel tank or portable container 4 <input type="checkbox"/> Kerosene: fuel burning equipment or portable storage 5 <input type="checkbox"/> Diesel fuel/fuel oil: vehicle fuel tank or portable 6 <input type="checkbox"/> Household solvents: home/office spill, cleanup only 7 <input type="checkbox"/> Motor oil: from engine or portable container 8 <input type="checkbox"/> Paint: from paint cans totaling < 55 gallons 0 <input type="checkbox"/> Other: Special HazMat actions required or spill > 55gal., Please complete the HazMat form		NN <input type="checkbox"/> Not Mixed 10 <input type="checkbox"/> Assembly use 20 <input type="checkbox"/> Education use 33 <input type="checkbox"/> Medical use 40 <input type="checkbox"/> Residential use 51 <input type="checkbox"/> Row of stores 53 <input type="checkbox"/> Enclosed mall 58 <input type="checkbox"/> Bus. & Residential 59 <input type="checkbox"/> Office use 60 <input type="checkbox"/> Industrial use 63 <input type="checkbox"/> Military use 65 <input type="checkbox"/> Farm use 00 <input checked="" type="checkbox"/> Other mixed use	

<b>J Property Use* Structures</b>		<b>341-539</b>	
131 <input type="checkbox"/> Church, place of worship 161 <input type="checkbox"/> Restaurant or cafeteria 162 <input type="checkbox"/> Bar/Tavern or nightclub 213 <input type="checkbox"/> Elementary school or kindergarten 215 <input type="checkbox"/> High school or junior high 241 <input type="checkbox"/> College, adult education 311 <input type="checkbox"/> Care facility for the aged 331 <input type="checkbox"/> Hospital Outside 124 <input type="checkbox"/> Playground or park 655 <input type="checkbox"/> Crops or orchard 669 <input type="checkbox"/> Forest (timberland) 807 <input type="checkbox"/> Outdoor storage area 919 <input type="checkbox"/> Dump or sanitary landfill 931 <input type="checkbox"/> Open land or field		341 <input type="checkbox"/> Clinic, clinic type infirmary 342 <input type="checkbox"/> Doctor/dentist office 361 <input type="checkbox"/> Prison or jail, not juvenile 419 <input type="checkbox"/> 1-or 2-family dwelling 429 <input type="checkbox"/> Multi-family dwelling 439 <input type="checkbox"/> Rooming/boarded house 449 <input type="checkbox"/> Commercial hotel or motel 459 <input type="checkbox"/> Residential, board and care 464 <input type="checkbox"/> Dormitory/barracks 519 <input type="checkbox"/> Food and beverage sales 539 <input type="checkbox"/> Household goods, sales, repairs 579 <input type="checkbox"/> Motor vehicle/boat sales/repair 571 <input type="checkbox"/> Gas or service station 599 <input type="checkbox"/> Business office 615 <input type="checkbox"/> Electric generating plant 629 <input type="checkbox"/> Laboratory/science lab 700 <input type="checkbox"/> Manufacturing plant 819 <input type="checkbox"/> Livestock/poultry storage (barn) 882 <input type="checkbox"/> Non-residential parking garage 891 <input type="checkbox"/> Warehouse 981 <input type="checkbox"/> Construction site 984 <input type="checkbox"/> Industrial plant yard 951 <input type="checkbox"/> Railroad right of way 960 <input type="checkbox"/> Other street 961 <input type="checkbox"/> Highway/divided highway 962 <input type="checkbox"/> Residential street/driveway 936 <input type="checkbox"/> Vacant lot 938 <input type="checkbox"/> Graded/care for plot of land 946 <input type="checkbox"/> Lake, river, stream 951 <input type="checkbox"/> Railroad right of way 960 <input type="checkbox"/> Other street 961 <input type="checkbox"/> Highway/divided highway 962 <input type="checkbox"/> Residential street/driveway	

Lookup and enter a Property Use code only if you have NOT checked a Property Use box:  
Property Use 900  
Outside or special property,  
NFIRS-1 Revision 03/11/99

CLCFPD

11050 7/26/2003 03-0001122



AMERICAN FLAT INCIDENT

25

<b>K1 Person/Entity Involved</b> Local Option		Business name (if applicable)		Area Code - Phone Number	
<input type="checkbox"/> Check This Box if same address as incident location. Then skip the three duplicate address lines.		Mr., Ms., Mrs. First Name MI Last Name Suffix		Number Prefix Street or Highway Street Type Suffix	
Post Office Box Apt./Suite/Room City		State Zip Code		<input type="checkbox"/> More people involved? Check this box and attach Supplemental Forms (NFIRS-1S) as necessary	

<b>K2 Owner</b> Local Option		Business name (if Applicable)		Area Code - Phone Number	
<input type="checkbox"/> Same as person involved? Then check this box and skip The rest of this section.		Mr., Ms., Mrs. First Name MI Last Name Suffix		Number Prefix Street or Highway Street Type Suffix	
<input type="checkbox"/> Check this box if same address as incident location. Then skip the three duplicate address lines.		Post Office Box Apt./Suite/Room City		State Zip Code	

<b>L Remarks</b> Local Option	
<p>Responded to a report of a possible Wildland fire caused by lighting. While responding to the fire, there was an obvious dark gray flume of smoke showing in the distance from the Silver City area, moving in an east direction. E-34 went enroute and was communicating with Storey County Command as to the location and best routing to the fire. At the same time there was excess radio traffic from other agencies getting recourses ordered and trying to figure out which county this fire was. Upon arrival of E-34, they advised of a wild land fire located in heavy fuel and moving at a fast rate of speed just below American Flatts area. They also advised of starting an initial attack. Upon my arrival at Hwy 341 and the entrance to American Flatts, I was asked by E-34 to mark the entrance point with flagging. Brush 35 had gone up to the location of E-34. Command was set up by Storey County Chief Haimes who pulled up next to P-35 and asked for me to write down which pieces of apparatus CLCFD had responding and were their location was. E-34 came up over the radio and advised to send up hand crews and that only Patrols would be able to make it up the road due to it being narrow. I advised Chief Haims that I would get staff from E-36 and respond up to their location and assist. While responding up to the location of the fire, the flume of smoke was noted to be 2 times the size as the initial size up and the direction of the smoke had changed and now was coming down the canyon (south) that E-34 had gone up. P-35 than turned around and headed out back to the main dirt road to look for a different approach to the location of E-34's crew. At that time E-34 advised of the fire advancing too fast and that they had emergency traffic. They were attempting to provide protection for the engine and themselves only. They had also requested an air drop on to there engine. P-35 took a dirt road that looked to go around the hill that was on the north west side of the canyon and was going to look for E-34 and B-35. While moving up the dirt road P-35 struck a rock on the outside left rear tire and got a Flatt. Due to the narrow roads, we kept attempting to get to the north west side of the fire and once at the top of the ridge to the north west</p>	

<b>L Authorization</b>				
120 Officer in charge ID	STREETER, MICHAEL K Signature	FFP Position or rank	Assignment	07 27 2003 Month Day Year
<input checked="" type="checkbox"/> Check Box if same as Officer in charge.	120 Member making report ID	STREETER, MICHAEL K Signature	FFP Position or rank	Assignment
07 27 2003 Month Day Year				

CLCFPD

11050

7/26/2003

03-0001122



FDID \* 11050 State \* NV Incident Date \* 7 26 2003 Station 35 Incident Number \* 03-0001122 Exposure \* 000

Complete  
Narrative

**Narrative:**

Responded to a report of a possible Wildland fire caused by lighting. While responding to the fire, there was an obvious dark gray plume of smoke showing in the distance from the Silver City area, moving in an east direction. E-34 went enroute and was communicating with Storey County Command as to the location and best routing to the fire. At the same time there was excess radio traffic from other agencies getting resources ordered and trying to figure out which county this fire was. Upon arrival of E-34, they advised of a wild land fire located in heavy fuel and moving at a fast rate of speed just below American Flatts area. They also advised of starting an initial attack. Upon my arrival at Hwy 341 and the entrance to American Flatts, I was asked by E-34 to mark the entrance point with flagging. Brush 35 had gone up to the location of E-34. Command was set up by Storey County Chief Haimes who pulled up next to P-35 and asked for me to write down which pieces of apparatus CLCFD had responding and where their location was. E-34 came up over the radio and advised to send up hand crews and that only Patrols would be able to make it up the road due to it being narrow. I advised Chief Haimes that I would get staff from E-36 and respond up to their location and assist. While responding up to the location of the fire, the plume of smoke was noted to be 2 times the size as the initial size up and the direction of the smoke had changed and now was coming down the canyon (south) that E-34 had gone up. P-35 then turned around and headed out back to the main dirt road to look for a different approach to the location of E-34's crew. At that time E-34 advised of the fire advancing too fast and that they had emergency traffic. They were attempting to provide protection for the engine and themselves only. They had also requested an air drop on to their engine. P-35 took a dirt road that looked to go around the hill that was on the north west side of the canyon and was going to look for E-34 and B-35. While moving up the dirt road P-35 struck a rock on the outside left rear tire and got a flat. Due to the narrow roads, we kept attempting to get to the north west side of the fire and once at the top of the ridge to the north west we tied in with three BLM command vehicles and an area to turn around. P-35 turned around and headed back to staging per command after the crew of B-35 and E-34 advised of being code 4 other than E-34 being a loss. While returning to staging, P-135 was asked to check on the residences headed up the canyon and to assist in the evacuation if needed. After that P-135 was cleared and returned to cover CLCFD for medical/fire. P-35 was taken out of service and road call was called for repair. Myself responded to the location of B-35 and B-36 who were with alpha division on the north east flank attempting to get access to the ridge north of the fire to provide a progressive hose lay down into the canyon. E-34 crew was taken out of service and were writing reports on the incident. Both members were c/o no injuries and stated that they were fine.

CLCFPD

11050 7/26/2003 03-0001122



**AMERICAN FLAT INCIDENT**

<b>A</b>	FDID <b>11050</b> *	State <b>NV</b> *	Incident Date <b>07 26 2003</b> *	Station <b>35</b>	Incident Number <b>03-0001122</b> *	Exposure <b>000</b> *	<input type="checkbox"/> Delete <input type="checkbox"/> Change <input type="checkbox"/> No Activity	<b>NFIRS -2 Fire</b>
----------	---------------------	-------------------	-----------------------------------	-------------------	-------------------------------------	-----------------------	--	--------------------------

<b>B Property Details</b>  <b>B1</b> <input type="checkbox"/> Not Residential Estimated Number of residential living units in building of origin whether or not all units became involved  <b>B2</b> <input checked="" type="checkbox"/> Buildings not involved Number of buildings involved  <b>B3</b> <b>0000040</b> <input type="checkbox"/> None Acres burned (outside fires) <input type="checkbox"/> Less than one acre	<b>C On-Site Materials</b> <input type="checkbox"/> None or Products Complete if there were any significant amounts of commercial, industrial, energy or agricultural products or materials on the Property, whether or not they became involved Enter up to three codes. Check one or more boxes for each code entered. <div style="display: flex;"> <div style="flex: 1;">           On-site material (1)             On-site material (2)             On-site material (3)         </div> <div style="flex: 1;">           1 <input type="checkbox"/> Bulk storage or warehousing            2 <input type="checkbox"/> Processing or manufacturing            3 <input type="checkbox"/> Packaged goods for sale            4 <input type="checkbox"/> Repair or service              1 <input type="checkbox"/> Bulk storage or warehousing            2 <input type="checkbox"/> Processing or manufacturing            3 <input type="checkbox"/> Packaged goods for sale            4 <input type="checkbox"/> Repair or service              1 <input type="checkbox"/> Bulk storage or warehousing            2 <input type="checkbox"/> Processing or manufacturing            3 <input type="checkbox"/> Packaged goods for sale            4 <input type="checkbox"/> Repair or service         </div> </div>
--	---

<b>D Ignition</b>  <b>D1</b> <b>95</b> <b>Wildland, woods</b> Area of fire origin *  <b>D2</b> <b>UU</b> <b>Undetermined</b> Heat source *  <b>D3</b> <b>UU</b> <b>Undetermined</b> Item first ignited * <input type="checkbox"/> Check Box if fire spread was confined to object of origin  <b>D4</b> <b>UU</b> <b>Undetermined</b> Type of material first ignited <span style="margin-left: 50px;">Required only if item first ignited code is 00 or &lt;70</span>	<b>E1 Cause of Ignition</b> <input type="checkbox"/> Check box if this is an exposure report. Skip to section G 1 <input type="checkbox"/> Intentional 2 <input type="checkbox"/> Unintentional 3 <input type="checkbox"/> Failure of equipment or heat source 4 <input type="checkbox"/> Act of nature 5 <input checked="" type="checkbox"/> Cause under investigation U <input type="checkbox"/> Cause undetermined after investigation	<b>E3 Human Factors Contributing To Ignition</b> Check all applicable boxes 1 <input type="checkbox"/> Asleep <input type="checkbox"/> None 2 <input type="checkbox"/> Possibly impaired by alcohol or drugs 3 <input type="checkbox"/> Unattended person 4 <input type="checkbox"/> Possibly mental disabled 5 <input type="checkbox"/> Physically Disabled 6 <input type="checkbox"/> Multiple persons involved  7 <input type="checkbox"/> Age was a factor Estimated age of person involved _____ 1 <input type="checkbox"/> Male      2 <input type="checkbox"/> Female
--	--	---

<b>F1 Equipment Involved In Ignition</b> <input type="checkbox"/> None If Equipment was not involved, Skip to Section G _____ Equipment Involved  Brand _____ Model _____ Serial # _____ Year _____	<b>F2 Equipment Power</b> _____ Equipment Power Source  <b>F3 Equipment Portability</b> 1 <input type="checkbox"/> Portable 2 <input type="checkbox"/> Stationary  Portable equipment normally can be moved by one person, is designed to be use in multiple locations, and requires no tools to install.	<b>G Fire Suppression Factors</b> Enter up to three codes. <input type="checkbox"/> None _____ Fire suppression factor (1)  _____ Fire suppression factor (2)  _____ Fire suppression factor (3)
---	---	---

<b>H1 Mobile Property Involved</b> <input type="checkbox"/> None 1 <input type="checkbox"/> Not involved in ignition, but burned 2 <input type="checkbox"/> Involved in ignition, but did not burn 3 <input type="checkbox"/> Involved in ignition and burned	<b>H2 Mobile Property Type &amp; Make</b> _____ Mobile property type  _____ Mobile property make  _____ Mobile property model  _____ Year  _____ License Plate Number      State      VIN Number	<b>Local Use</b> <input type="checkbox"/> Pre-Fire Plan Available Some of the information presented in this report may be based upon reports from other Agencies <input type="checkbox"/> Arson report attached <input type="checkbox"/> Police report attached <input type="checkbox"/> Coroner report attached <input type="checkbox"/> Other reports attached
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CLCFPD

11050 7/26/2003 03-0001122



<b>A</b>	FDID <b>11050</b> *	State <b>NV</b> *	Incident Date <b>MM DD YYYY</b> <b>7 26 2003</b>	Station <b>35</b>	Incident Number <b>03-0001122</b> *	Exposure <b>0000</b> *	<input type="checkbox"/> Delete <input type="checkbox"/> Change	<b>NFIRS - 8</b> <b>Wildland</b> <b>Fire</b>																											
<b>B</b>	<b>Alternate Location Specification</b> Enter latitude/longitude or Section/Township/Range/Subsection/Meridian if Section B on the Basic Module is not completed  <div style="display: flex; justify-content: space-between;"> <div>           Latitude _____ Longitude _____             Township _____ Range _____             Section _____ Subsection _____ Meridian _____         </div> <div style="font-size: 2em; font-weight: bold;">OR</div> <div> <input type="checkbox"/> North <input type="checkbox"/> East  <input type="checkbox"/> South <input type="checkbox"/> West         </div> </div>			<b>D1 Wildland Fire Cause*</b>		<b>D3 Factors Contributing To Ignition</b>																													
<b>C Area Type*</b>			1 <input type="checkbox"/> Natural Source      8 <input type="checkbox"/> Misuse of fire 2 <input type="checkbox"/> Equipment            0 <input type="checkbox"/> Other 3 <input type="checkbox"/> Smoking                U <input checked="" type="checkbox"/> Undetermined 4 <input type="checkbox"/> Open/outdoor fire 5 <input type="checkbox"/> Debris/vegetation burn 6 <input type="checkbox"/> Structure (exposure) 7 <input type="checkbox"/> Incendiary		#1 _____ #2 _____  <b>D4 Fire Suppression Factors</b> Enter up to three factors #1 _____ #2 _____ #3 _____																														
								<b>E Heat Source</b>																											
1 <input type="checkbox"/> Rural, Farms > 50 acres 2 <input type="checkbox"/> Urban (Heavily populated) 3 <input checked="" type="checkbox"/> Rural/urban 4 <input type="checkbox"/> Urban-wildland interface area			<b>D2 Human Factors</b> Contributing To Ignition <input type="checkbox"/> None Check as many boxes as are applicable 1 <input type="checkbox"/> Asleep 2 <input type="checkbox"/> Possible alcohol or drug impairment 3 <input type="checkbox"/> Unattended person 4 <input type="checkbox"/> Possibly mentally disabled 5 <input type="checkbox"/> Physically disabled 6 <input type="checkbox"/> Multiple persons involved 7 <input type="checkbox"/> Age was a factor		<b>F Mobile Property Type</b>																														
					<b>G Equipment Involved In Ignition</b>																														
<b>H Weather Information</b>			<b>I1 Number of Buildings Ignited</b>		<b>I4 Primary Crops Burned</b>																														
NFDRS Weather Station ID _____  Weather Type _____ Wind Direction _____  Wind Speed MPH _____ Air Temperature <input type="checkbox"/> F° <input type="checkbox"/> negative Relative Humidity _____ % Fuel Moisture _____ % Fire Danger Rating _____			_____ <input type="checkbox"/> None Number if buildings that were Ignited in Wildland fire		Identify up to 3 crops if any crops were burned  Crop 1 _____ Crop 2 _____ Crop 3 _____																														
								<b>I2 Number of buildings Threatened</b>																											
			_____ <input type="checkbox"/> None Number if buildings that were threatened by Wildland fire but were not involved		<b>I3 Total Acres Burned *</b>																														
<b>J Property Management</b>			<b>K NFDRS Fuel Model at Origin</b>		<b>M Right of Way</b>																														
Indicate the percent of the total acres burned for each ownership type then check the ONE box to identify the property ownership at the origin of the fire. If the ownership at origin is Federal, enter the Federal Agency Code.  <table style="width:100%;"> <thead> <tr> <th style="text-align: left;">Ownership</th> <th style="text-align: left;">% Total Acres Burned</th> </tr> </thead> <tbody> <tr> <td>U <input type="checkbox"/> Undetermined</td> <td>_____ %</td> </tr> <tr> <td colspan="2"><b>Private</b></td> </tr> <tr> <td>1 <input type="checkbox"/> Tax paying</td> <td>_____ %</td> </tr> <tr> <td>2 <input type="checkbox"/> Non tax paying</td> <td>_____ %</td> </tr> <tr> <td colspan="2"><b>Public</b></td> </tr> <tr> <td>3 <input type="checkbox"/> City, town, village, local</td> <td>_____ 0 %</td> </tr> <tr> <td>4 <input type="checkbox"/> County or parish</td> <td>_____ %</td> </tr> <tr> <td>5 <input type="checkbox"/> State or province</td> <td>_____ 0 %</td> </tr> <tr> <td>6 <input type="checkbox"/> Federal</td> <td>_____ %</td> </tr> <tr> <td colspan="2">Federal Agency Code _____</td> </tr> <tr> <td>7 <input type="checkbox"/> Foreign</td> <td>_____ %</td> </tr> <tr> <td>8 <input type="checkbox"/> Military</td> <td>_____ %</td> </tr> <tr> <td>0 <input type="checkbox"/> Other</td> <td>_____ %</td> </tr> </tbody> </table>			Ownership	% Total Acres Burned	U <input type="checkbox"/> Undetermined	_____ %	<b>Private</b>		1 <input type="checkbox"/> Tax paying	_____ %	2 <input type="checkbox"/> Non tax paying	_____ %	<b>Public</b>		3 <input type="checkbox"/> City, town, village, local	_____ 0 %	4 <input type="checkbox"/> County or parish	_____ %	5 <input type="checkbox"/> State or province	_____ 0 %	6 <input type="checkbox"/> Federal	_____ %	Federal Agency Code _____		7 <input type="checkbox"/> Foreign	_____ %	8 <input type="checkbox"/> Military	_____ %	0 <input type="checkbox"/> Other	_____ %	Enter the code and the descriptor corresponding to the NFDRS Fuel Model at Origin  _____		Required if less than 100 feet  _____ Horizontal Distance Type right of way From right of way		
			Ownership	% Total Acres Burned																															
			U <input type="checkbox"/> Undetermined	_____ %																															
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1 <input type="checkbox"/> Tax paying	_____ %																																		
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4 <input type="checkbox"/> County or parish	_____ %																																		
5 <input type="checkbox"/> State or province	_____ 0 %																																		
6 <input type="checkbox"/> Federal	_____ %																																		
Federal Agency Code _____																																			
7 <input type="checkbox"/> Foreign	_____ %																																		
8 <input type="checkbox"/> Military	_____ %																																		
0 <input type="checkbox"/> Other	_____ %																																		
<b>L1 Person Responsible For Fire</b>																																			
1 <input type="checkbox"/> Identified person caused fire 2 <input type="checkbox"/> Unidentified person caused fire 3 <input type="checkbox"/> Fire not caused by person  If person identified complete the rest of Section L <b>L2 Gender of Person Involved</b> 1 <input type="checkbox"/> Male 2 <input type="checkbox"/> Female  <b>L3 Age or Date of Birth</b> Age in years _____ Date Of Birth _____ _____ OR _____ _____ Month Day Year  <b>L4 Activity of Person</b> _____ Activity of Person Involved			<b>N Fire Behavior</b>																																
			These optional descriptors refer to observations made at the point of initial attack  _____ Feet Elevation  _____ Relative position on slope  _____ Aspect  _____ Feet Flame Length _____ Chains per Hour Rate of spread <b>NFIRS-8 Revision 02/12/99</b>																																

CLCFPD

11050 7/26/2003 03-0001122



AMERICAN FLAT INCIDENT

<b>A</b> FDID <u>11050</u> * State <u>NV</u> * Incident Date <u>7</u> <u>26</u> <u>2003</u> * Station <u>35</u> Incident Number <u>03-0001122</u> * Exposure <u>000</u> * <input type="checkbox"/> Delete <input type="checkbox"/> Change		MM DD YYYY		<b>NFIRS - 9</b> <b>Apparatus or</b> <b>Resources</b>				
B Apparatus or * Resource	Date and Times <small>Check if same as alarm date</small> Month Day Year Hour Min	Sent <input checked="" type="checkbox"/>	Number of * People <input type="checkbox"/>	Use <small>Check ONE box for each apparatus to indicate its main use at the incident.</small>	Actions Taken			
1 ID <u>B34</u> Type <u>11</u>	Dispatch <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>17:48</u> Arrival <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>18:02</u> Clear <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>22:27</u>	<input checked="" type="checkbox"/>	<u>0</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<u>  </u> <u>  </u> <u>  </u> <u>  </u>			
2 ID <u>B35</u> Type <u>16</u>	Dispatch <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>17:48</u> Arrival <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>18:02</u> Clear <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>22:27</u>	<input checked="" type="checkbox"/>	<u>0</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<u>  </u> <u>  </u> <u>  </u> <u>  </u>			
3 ID <u>B36</u> Type <u>16</u>	Dispatch <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>17:48</u> Arrival <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>18:02</u> Clear <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>22:27</u>	<input checked="" type="checkbox"/>	<u>0</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<u>  </u> <u>  </u> <u>  </u> <u>  </u>			
4 ID <u>E34</u> Type <u>11</u>	Dispatch <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>17:48</u> Arrival <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>18:02</u> Clear <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>22:27</u>	<input checked="" type="checkbox"/>	<u>0</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<u>  </u> <u>  </u> <u>  </u> <u>  </u>			
5 ID <u>E36</u> Type <u>11</u>	Dispatch <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>17:48</u> Arrival <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>18:02</u> Clear <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>22:27</u>	<input checked="" type="checkbox"/>	<u>0</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<u>  </u> <u>  </u> <u>  </u> <u>  </u>			
6 ID <u>M36</u> Type <u>76</u>	Dispatch <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>17:48</u> Arrival <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>18:02</u> Clear <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>22:27</u>	<input checked="" type="checkbox"/>	<u>0</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<u>  </u> <u>  </u> <u>  </u> <u>  </u>			
7 ID <u>P135</u> Type <u>16</u>	Dispatch <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>17:48</u> Arrival <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>18:02</u> Clear <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>22:27</u>	<input checked="" type="checkbox"/>	<u>0</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<u>  </u> <u>  </u> <u>  </u> <u>  </u>			
8 ID <u>P33</u> Type <u>16</u>	Dispatch <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>17:48</u> Arrival <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>18:02</u> Clear <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>22:27</u>	<input checked="" type="checkbox"/>	<u>0</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<u>  </u> <u>  </u> <u>  </u> <u>  </u>			
9 ID <u>P35</u> Type <u>16</u>	Dispatch <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>17:48</u> Arrival <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>18:02</u> Clear <input checked="" type="checkbox"/> <u>7</u> <u>26</u> <u>2003</u> <u>22:27</u>	<input checked="" type="checkbox"/>	<u>1</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<u>  </u> <u>  </u> <u>  </u> <u>  </u>			
<b>Type of Apparatus or Resources</b> <table style="width:100%; border: none;"> <tr> <td style="vertical-align: top; width: 50%;"> <b>Ground Fire Suppression</b>            11 Engine            12 Truck or aerial            13 Quint            14 Tanker &amp; pumper combination            16 Brush truck            17 ARF (Aircraft Rescue and Firefighting)            10 Ground fire suppression, other  <b>Heavy Ground Equipment</b>            21 Dozer or plow            22 Tractor            24 Tanker or tender            20 Heavy equipment, other  <b>Aircraft</b>            41 Aircraft: fixed wing tanker            42 Helitanker            43 Helicopter            40 Aircraft, other         </td> <td style="vertical-align: top; width: 50%;"> <b>Marine Equipment</b>            51 Fire boat with pump            52 Boat, no pump            50 Marine apparatus, other  <b>Support Equipment</b>            61 Breathing apparatus support            62 Light and air unit            60 Support apparatus, other  <b>Medical &amp; Rescue</b>            71 Rescue unit            72 Urban Search &amp; rescue unit            73 High angle rescue unit            75 BLS unit            76 ALS unit            70 Medical and rescue unit, other         </td> <td style="vertical-align: top; width: 50%;"> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <b>More Apparatus?</b>  <b>Use Additional</b>  <b>Sheets</b> </div> <b>Other</b>            91 Mobile command post            92 Chief officer car            93 HazMat unit            94 Type 1 hand crew            95 Type 2 hand crew            99 Privately owned vehicle            00 Other apparatus/resource            NN None            UU Undetermined         </td> </tr> </table>						<b>Ground Fire Suppression</b> 11 Engine 12 Truck or aerial 13 Quint 14 Tanker & pumper combination 16 Brush truck 17 ARF (Aircraft Rescue and Firefighting) 10 Ground fire suppression, other <b>Heavy Ground Equipment</b> 21 Dozer or plow 22 Tractor 24 Tanker or tender 20 Heavy equipment, other <b>Aircraft</b> 41 Aircraft: fixed wing tanker 42 Helitanker 43 Helicopter 40 Aircraft, other	<b>Marine Equipment</b> 51 Fire boat with pump 52 Boat, no pump 50 Marine apparatus, other <b>Support Equipment</b> 61 Breathing apparatus support 62 Light and air unit 60 Support apparatus, other <b>Medical &amp; Rescue</b> 71 Rescue unit 72 Urban Search & rescue unit 73 High angle rescue unit 75 BLS unit 76 ALS unit 70 Medical and rescue unit, other	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <b>More Apparatus?</b>  <b>Use Additional</b>  <b>Sheets</b> </div> <b>Other</b> 91 Mobile command post 92 Chief officer car 93 HazMat unit 94 Type 1 hand crew 95 Type 2 hand crew 99 Privately owned vehicle 00 Other apparatus/resource NN None UU Undetermined
<b>Ground Fire Suppression</b> 11 Engine 12 Truck or aerial 13 Quint 14 Tanker & pumper combination 16 Brush truck 17 ARF (Aircraft Rescue and Firefighting) 10 Ground fire suppression, other <b>Heavy Ground Equipment</b> 21 Dozer or plow 22 Tractor 24 Tanker or tender 20 Heavy equipment, other <b>Aircraft</b> 41 Aircraft: fixed wing tanker 42 Helitanker 43 Helicopter 40 Aircraft, other	<b>Marine Equipment</b> 51 Fire boat with pump 52 Boat, no pump 50 Marine apparatus, other <b>Support Equipment</b> 61 Breathing apparatus support 62 Light and air unit 60 Support apparatus, other <b>Medical &amp; Rescue</b> 71 Rescue unit 72 Urban Search & rescue unit 73 High angle rescue unit 75 BLS unit 76 ALS unit 70 Medical and rescue unit, other	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <b>More Apparatus?</b>  <b>Use Additional</b>  <b>Sheets</b> </div> <b>Other</b> 91 Mobile command post 92 Chief officer car 93 HazMat unit 94 Type 1 hand crew 95 Type 2 hand crew 99 Privately owned vehicle 00 Other apparatus/resource NN None UU Undetermined						

NFIRS-9 Revision 11/17/98

CLCFPD

11050 7/26/2003 03-0001122





<b>A</b>		FDID <b>11050</b> *		State <b>NV</b> *		Incident Date <b>7/26/2003</b> *		Station <b>35</b>		Incident Number <b>03-0001122</b> *		Exposure <b>000</b> *		<input type="checkbox"/> Delete <input type="checkbox"/> Change		<b>NFIRS - 10 Personnel</b>	
<b>B</b>		<b>Apparatus or * Resource</b>		<b>Date and Times</b> <small>Check if same as alarm date</small>				<b>Sent</b> <input checked="" type="checkbox"/>		<b>Number of * People</b>		<b>Use</b> <small>Check ONE box for each apparatus to indicate its main use at the incident.</small>		<b>Actions Taken</b> <small>List up to 4 actions for each apparatus and each personnel.</small>			
<small>Use codes listed below</small>		<b>Month Day Year Hours/mins</b>															
<b>1</b>		ID <b>E34</b>		Dispatch <input checked="" type="checkbox"/>		<b>7/26/2003</b>		<b>17:48</b>		Sent <input checked="" type="checkbox"/>		<b>0</b>		<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other		<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	
		Type <b>11</b>		Arrival <input checked="" type="checkbox"/>		<b>7/26/2003</b>		<b>18:02</b>								<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	
				Clear <input checked="" type="checkbox"/>		<b>7/26/2003</b>		<b>22:27</b>								<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	
<b>Personnel ID</b>		<b>Name</b>				<b>Rank or Grade</b>		<b>Attend <input checked="" type="checkbox"/></b>		<b>Action Taken</b>		<b>Action Taken</b>		<b>Action Taken</b>		<b>Action Taken</b>	
								<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>									
<b>2</b>		ID <b>E36</b>		Dispatch <input checked="" type="checkbox"/>		<b>7/26/2003</b>		<b>17:48</b>		Sent <input checked="" type="checkbox"/>		<b>0</b>		<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other		<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	
		Type <b>11</b>		Arrival <input checked="" type="checkbox"/>		<b>7/26/2003</b>		<b>18:02</b>								<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	
				Clear <input checked="" type="checkbox"/>		<b>7/26/2003</b>		<b>22:27</b>								<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	
<b>Personnel ID</b>		<b>Name</b>				<b>Rank or Grade</b>		<b>Attend <input checked="" type="checkbox"/></b>		<b>Action Taken</b>		<b>Action Taken</b>		<b>Action Taken</b>		<b>Action Taken</b>	
<b>3</b>		ID <b>M36</b>		Dispatch <input checked="" type="checkbox"/>		<b>7/26/2003</b>		<b>17:48</b>		Sent <input checked="" type="checkbox"/>		<b>0</b>		<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other		<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	
		Type <b>76</b>		Arrival <input checked="" type="checkbox"/>		<b>7/26/2003</b>		<b>18:02</b>								<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	
				Clear <input checked="" type="checkbox"/>		<b>7/26/2003</b>		<b>22:27</b>								<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	
<b>Personnel ID</b>		<b>Name</b>				<b>Rank or Grade</b>		<b>Attend <input checked="" type="checkbox"/></b>		<b>Action Taken</b>		<b>Action Taken</b>		<b>Action Taken</b>		<b>Action Taken</b>	

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 NFIRS-10 Revision 11/17/98  
 11050 7/26/2003 03-0001122


<b>A</b>		MM DD YYYY		FDID <b>11050</b> *		State <b>NV</b> *		Incident Date <b>7/26/2003</b> *		Station <b>35</b>		Incident Number <b>03-0001122</b> *		Exposure <b>000</b> *		<input type="checkbox"/> Delete <input type="checkbox"/> Change		NFIRS - 10 Personnel	
<b>B</b>		<b>Apparatus or Resource</b>		<b>Date and Times</b> <small>Check if same as alarm date</small>		<b>Sent</b> <input checked="" type="checkbox"/>		<b>Number of People</b>		<b>Use</b> <small>Check ONE box for each apparatus to indicate its main use at the incident.</small>		<b>Actions Taken</b> <small>List up to 4 actions for each apparatus and each personnel.</small>							
<small>Use codes listed below</small>				<b>Month Day Year Hours/mins</b>															
<b>1</b>		ID <b>B34</b>		Dispatch <input checked="" type="checkbox"/> <b>7/26/2003 17:48</b>		Sent <input checked="" type="checkbox"/>		0		<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other		<div style="display: flex; justify-content: space-between;"> <div><div style="border: 1px solid black; width: 20px; height: 20px;"></div></div> <div><div style="border: 1px solid black; width: 20px; height: 20px;"></div></div> </div>							
		Type <b>11</b>		Arrival <input checked="" type="checkbox"/> <b>7/26/2003 18:02</b>		X						<div style="display: flex; justify-content: space-between;"> <div><div style="border: 1px solid black; width: 20px; height: 20px;"></div></div> <div><div style="border: 1px solid black; width: 20px; height: 20px;"></div></div> </div>							
				Clear <input checked="" type="checkbox"/> <b>7/26/2003 22:27</b>															
<b>Personnel ID</b>		<b>Name</b>		<b>Rank or Grade</b>		<b>Attend</b> <input checked="" type="checkbox"/>		<b>Action Taken</b>		<b>Action Taken</b>		<b>Action Taken</b>		<b>Action Taken</b>					
						<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>													
<b>2</b>		ID <b>B35</b>		Dispatch <input checked="" type="checkbox"/> <b>7/26/2003 17:48</b>		Sent <input checked="" type="checkbox"/>		0		<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other		<div style="display: flex; justify-content: space-between;"> <div><div style="border: 1px solid black; width: 20px; height: 20px;"></div></div> <div><div style="border: 1px solid black; width: 20px; height: 20px;"></div></div> </div>							
		Type <b>16</b>		Arrival <input checked="" type="checkbox"/> <b>7/26/2003 18:02</b>		X						<div style="display: flex; justify-content: space-between;"> <div><div style="border: 1px solid black; width: 20px; height: 20px;"></div></div> <div><div style="border: 1px solid black; width: 20px; height: 20px;"></div></div> </div>							
				Clear <input checked="" type="checkbox"/> <b>7/26/2003 22:27</b>															
<b>Personnel ID</b>		<b>Name</b>		<b>Rank or Grade</b>		<b>Attend</b> <input checked="" type="checkbox"/>		<b>Action Taken</b>		<b>Action Taken</b>		<b>Action Taken</b>		<b>Action Taken</b>					
<b>3</b>		ID <b>B36</b>		Dispatch <input checked="" type="checkbox"/> <b>7/26/2003 17:48</b>		Sent <input checked="" type="checkbox"/>		0		<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other		<div style="display: flex; justify-content: space-between;"> <div><div style="border: 1px solid black; width: 20px; height: 20px;"></div></div> <div><div style="border: 1px solid black; width: 20px; height: 20px;"></div></div> </div>							
		Type <b>16</b>		Arrival <input checked="" type="checkbox"/> <b>7/26/2003 18:02</b>		X						<div style="display: flex; justify-content: space-between;"> <div><div style="border: 1px solid black; width: 20px; height: 20px;"></div></div> <div><div style="border: 1px solid black; width: 20px; height: 20px;"></div></div> </div>							
				Clear <input checked="" type="checkbox"/> <b>7/26/2003 22:27</b>															
<b>Personnel ID</b>		<b>Name</b>		<b>Rank or Grade</b>		<b>Attend</b> <input checked="" type="checkbox"/>		<b>Action Taken</b>		<b>Action Taken</b>		<b>Action Taken</b>		<b>Action Taken</b>					

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 NFIRS-10 Revision 11/17/98  
 11050 7/26/2003 03-0001122


11050 FDID *	NV State *	MM DD YYYY 7 26 2003 Incident Date *	35 Station	03-0001122 Incident Number *	000 Exposure *	Responding Personnel
Staff ID\Staff Name	Unit	Activity	Position	Rank	PayScl	Hrs HrsPd Pts

120 STREETER, MICHAEL K	P35	01 EXTINGUISHMENT		FFP		4.65 4.65 0.00
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Total Participants: 1

Total Personnel Hours: 4.65

An 'X' next to the unit denotes driver.

CLCFPD

11050

7/26/2003

03-0001122



FDID 11050 ★	State NV ★	MM 7	DD 26	YYYY 2003 ★	Station 35	Incident Number 03-0001122 ★	Exposure 000 ★	NFIRS - Incident User Fields

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11050 7/26/2003 03-0001122





AMERICAN FLAT INCIDENT

SGF660

LYON COUNTY SHERIFF'S DEPARTMENT

DATE 7/27/03

PAGE 1

DISPATCH LOG FILE BY UNIT FROM 7/26/03 17:40 THROUGH 7/27/03 05:30

DATE TIME CMD CALL TYPE LOCATION ST LICENSE CASE # CAR BEG ML ENT ML GAL UNIT2 DISP TM-STATUS

UNIT: F34

7/26/03 17:40:40 ER 1154 FIRE AMERICAN RAVINE CANYON 17:48:51

7/26/03 17:51:57 M 1154 OCCUPIES ENGINE//WE DO HAVE A LOT OF SMOKE COMING FROM THE CANYON RAVINE//716-4 17:52:11

7/26/03 17:55:03 M 1154 ER//110-4 17:55:04

7/26/03 17:56:12 M 1154 WFT FIRE 1 IS THE TAC CHANNEL//VIEW ON FIRE FROM CANYON//110-4 DO YOU WANT C OR 2 TO RESPOND//7AFRN APPX 3-4 ACRES ON E 17:56:47

7/26/03 17:56:49 M 1154 MULTIPLE TREES//HEAVY FUEL//RAPID RATE OF SPREAD//110-4 17:57:01

7/26/03 18:01:44 M 1154 WE ARE LAUNCHING AIRCRAFT//110-4 16:01:54

7/26/03 18:03:05 M 1154 STAGING 341//AMERICAN RAVINE ED//110-4 18:02:19

7/26/03 18:05:29 M 1154 SIGNIFICANT FIRE ON BOTH ENDS OF RAVINE//MAY TRY TO HOLD AT V AND T RIGHT AWAY 18:08:48

7/26/03 18:15:27 M 1154 WE NEED TO GET OUT AND THE ENGINE IS STUCK//WE NEED TO LEAVE IT//110-4 18:16:34

7/26/03 18:19:12 OUT FIRE AMERICAN RAVINE CANYON 18:19:18

7/26/03 18:20:23 CH 1154 FIRE CLAIMED 18:21:01

7/26/03 18:39:22 CH 1154 FIRE CLAIMED 18:39:28

7/26/03 20:14:22 IN OUT OF SERVICE 20:14:22

7/26/03 20:14:24 OUT 20:14:26

7/27/03 03:06:37 CH DEAD 03:02:18

UNIT: E36

7/26/03 17:52:40 AJ 1154 FIRE AMERICAN RAVINE CANYON 17:52:46

7/26/03 18:01:57 OUT FIRE AMERICAN RAVINE CANYON 18:01:57

7/26/03 22:24:54 IN CLEAR THE SCENE ASS1 22:25:01

7/26/03 22:33:32 M IN ORINS 22:33:35

UNIT: F63





# AMERICAN FLAT INCIDENT

SOP860 LYON COUNTY SHERIFF'S DEPARTMENT DATE 7/27/03 PAGE 1

DISPATCH LOG FILE BY UNIT FROM 7/26/03 17:40 THROUGH 7/27/03 05:30

DATE	TIME	CHND	CALL	TYPE	LOCATION	ST LICENSE	CASE #	CAR	BEG	ML	END	ML	GAL	UNIT2	DISP	TM-STAME
7/27/03	03:16:51	TR	FE PT	1211	MEDICAL SLMC								76397			03:17:00
7/27/03	03:19:59	OUT	EM769.6		MEDICAL SLMC											03:20:06
7/27/03	03:32:25	C		1211	MEDICAL SLMC										TR	03:32:26
UNIT: MJ14																
7/26/03	18:44:17	ER		1161	MEDTR	213	S WHITACRE ST									18:44:25
7/26/03	18:47:32	M	COPIES PAGE	1161												18:47:39
7/26/03	19:00:19	M	ER TO SLMC	1161												19:00:21
7/26/03	19:07:45	OS		1161	MEDTR	213	S WHITACRE ST									19:07:46
7/26/03	19:15:14	FR		1161	MEDTR	WASHOE MED							505			19:15:20
7/26/03	20:29:51	OUT	EM785.9		MEDTR	WASHOE MED										20:30:03
7/26/03	20:46:37	C		1161	MEDTR	WASHOE MED									TR	20:46:44
7/26/03	22:10:26	M	IN QPTRX													22:10:32
UNIT: MC35																
7/26/03	18:43:25	CN		1144	MEDICAL								CL01121			18:43:34
UNIT: MD36																
7/26/03	17:52:45	AU	ER	1154	FIRE	AMERICAN RAVINE CANYON										17:52:54
7/26/03	18:02:01	OUT			FIRE	AMERICAN RAVINE CANYON										18:02:01
7/26/03	18:30:30	M	WE HAVE E34 CREW AT STAGING AREA//WE HAVE 3835 AND E34 CREW IN STAGING///10-4	1154												18:31:08
UNIT: MD38																
7/27/03	00:41:21	FR	PAGE	1204	MEDICAL	519	RAVE PEAK DR									00:41:35
7/27/03	00:42:48	C		1204	MEDICAL	519	RAVE PEAK DR									00:42:57
7/27/03	00:43:28	CN		1204	MEDICAL								CL01124			00:43:34
UNIT: MD61																
7/26/03	19:01:27	AU	ER	1165	FIRE	3	MILES NE OF RACEWAY									19:01:49



# AMERICAN FLAT INCIDENT

S01860  
 LYON COUNTY SHERIFF'S DEPARTMENT  
 DATE 7/27/03  
 PAGE 4  
 DISPATCH LOG FILE BY UNIT FROM 7/26/03 17:40 THROUGH 7/27/03 05:20  
 ST LICENSE CASE # CAR BRG ML ENL ML GAL UNIT2 DISF TM-STAMP  
 DATE TIME CMD CALL TYPE LOCATION  
 7/26/03 19:08:02 M 1155  
 IN THE AREA LOOKING UTL 19:08:22  
 7/26/03 19:11:13 C 1155 FIRE 3 MILES NE OF RACEWAY UTL 19:11:17  
 UNIT: MWDC  
 7/27/03 03:08:52 M  
 CHF HUNTLEY ER 03:08:57  
 7/27/03 03:09:45 M  
 HUNTLEY ON SCENE 03:09:48  
 7/27/03 03:17:07 M  
 HUNTLEY CLEAR AND AVAILABLE 03:17:13  
 UNIT: NUP3  
 7/26/03 17:48:55 M  
 IS THIS A CONFIRMED FIRE///SEVERAL RPTS OF SMOKE///THIS IS FAIRLY CLOSE TO THE STOREY LANE///THEY WERE ONNE OF THE RES///1  
 17:49:43  
 7/26/03 18:07:47 M  
 CONFIRMING STAGING///341//AMERICAN RAVINE RD///10-4 ALSO MID IS COMMAND//SC 300///10-4  
 18:08:25  
 UNIT: P135  
 7/26/03 18:09:37 OUT  
 BR340UT 18:09:39  
 7/26/03 18:09:50 IN 18:09:51  
 7/26/03 18:09:52 AU 1154 FIRE AMERICAN RAVINE CANYON 18:09:56  
 7/26/03 18:09:58 OUT FIRE AMERICAN RAVINE CANYON 18:09:58  
 7/26/03 18:10:05 M 1154  
 OS AT AMERICAN RAVINE FLATS AND HWY 341///10-4 18:10:29  
 7/26/03 19:10:47 IN  
 ASST 19:10:49  
 7/26/03 19:22:07 ER 1170 FIRE ENTERPRISE WY 19:22:16  
 NOT PAGED JUST SENT  
 7/26/03 19:25:22 CH 1170 FIRE  
 CLO1123  
 7/26/03 19:28:01 OS 1170 FIRE ENTERPRISE WY  
 AREA THAT APPEARS TO HAVE SOME SMOKE/RTTLING  
 7/26/03 19:31:02 C 1170 FIRE ENTERPRISE WY  
 SMOKE FROM THE AMERICAN RAVINE FIRE  
 UNIT: P33  
 7/26/03 18:13:31 AU 1154 FIRE AMERICAN RAVINE CANYON 18:13:39  
 7/26/03 22:27:04 IN ASST 22:27:04



802860

LYON COUNTY SHERIFF'S DEPARTMENT

DATE 7/27/03

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DISPATCH LOG FILE BY UNIT FROM 7/26/03 17:40 THROUGH 7/27/03 05:30

DATE	TIME	UNIT	CALL	TYPE	LOCATION	ST	LICENSE	CASE #	CAR	BEG	ML	END	ML	CAL	UNIT2	DISP	TM	STAMP
UNIT: 515																		
7/26/03	17:50:26	AU	1154	PIPE	AMERICAN RAVINE CANYON												17:50:38	
			38		ALSO STOREY CO ER//113-4												17:51:00	
7/26/03	17:50:53	M	1154		TAG 31M ON ER//113-4												18:13:44	
7/26/03	18:13:41	OUT		FIRE	AMERICAN RAVINE CANYON												18:14:57	
				DELAYED ENTRY													18:26:33	
7/26/03	18:14:16	M	1154		WE HAVE BOTH EMPLOYEES UP HERE//113-4												18:29:41	
7/26/03	18:25:11	M	1154		IS 34 ACCOUNTED FOR//CREW IS ACCOUNTED FOR//E14 IS AT A LOSS//110-4 WE NOTIFIED C1//110-4												18:29:41	
7/26/03	18:29:06	M	1154		THIS IS BASED OFF RADIO CONTACT//NO PHYSICAL CONTACT WITH CREW//THEY ARE STILL TRYING TO GET VISIELS CONTACT//110-4												18:29:59	
7/26/03	18:29:52	M	1154		CALL C1 ON CELL//113-4												16:30:27	
7/26/03	18:30:13	M	1154		LET ME KNOW IMMEDIATELY IF WE HAVE PHYSICAL CONTACT//110-4												ASST	22:27:16
7/26/03	22:27:15	IN															22:41:01	
7/26/03	22:41:20	M			IN OTHERS												00:41:55	
7/27/03	00:41:40	AU	1204	MEDICAL	519 PAME PEAK DR												CANC	00:43:02
7/27/03	00:43:00	IN															18:48:19	
UNIT: 5014																		
7/26/03	18:48:32	AU	1151	FIRE	AMERICAN RAVINE CANYON												18:48:43	
7/26/03	18:48:42	OUT		FIRE	AMERICAN RAVINE CANYON												ASST	22:27:22
7/26/03	22:27:21	IN															17:51:31	
UNIT: 5113																		
7/26/03	17:51:28	M			COPIES PAGE//110-4													

## AMERICAN FLAT INCIDENT

# STOREY COUNTY FIRE DEPARTMENT

Page 1

## CAD INCIDENT REPORT

030726015

7/26/2003

<b>Location</b> AMERICAN RAVINE RD. (UNKNOWN ADDRESS)				<b>Cross Street</b>			<b>City</b> SILVER CITY		
<b>Incident Type</b> FIRE - STRUCTURE FIRE				<b>Call Taker</b> ARANA, RONDALYN			<b>Dispatcher</b> ARANA, RONDALYN		
<b>Date</b> 7/26/2003	<b>Priority</b> 1	<b>Primary Unit</b> 303	<b>Beat</b> 1	<b>Fire Zone</b> 11	<b>Area</b> 3	<b>Map</b>	<b>Source</b> 9-1-1 CALL		
<b>Caller Name</b> ALLANDER, JAMES				<b>Caller Address</b> 680 American Flat Rd, Virginia City				<b>Caller Phone</b> 847-0738	
<b>Dispositions</b>						<b>Weapon</b>		<b>Alm Level</b>	<b>Case Number</b>
<b>Vehicles</b>			<b>Persons</b>	<b>Sex</b>	<b>DOB</b>	<b>Race</b>	<b>DL</b>		<b>SSN</b>
<b>Incident Times</b>		<b>Unit Times</b>	<b>Dispatched</b>	<b>Enroute</b>	<b>On Scene</b>	<b>Clear</b>	<b>Disp-On Scene</b>	<b>On Scene-Clear</b>	<b>Disp-Clear</b>
<b>Received</b>	17:40:13	303	17:41:59	17:41:59	19:38:31		1:56:32	N/A	N/A
<b>Created</b>	17:41:44	B1	17:46:16	17:46:16	17:51:17	22:28:45	05:01	4:37:28	4:42:29
<b>Dispatched</b>	17:41:59	900	17:49:51	17:49:51	18:16:48	22:23:19	26:57	4:06:31	4:33:28
<b>En Route</b>	17:41:59	300	17:49:56	17:49:56	17:51:15		01:19	N/A	N/A
<b>On Scene</b>	17:51:15	WT1	17:50:07	17:50:07	18:10:58		20:51	N/A	N/A
<b>Closed</b>		160	17:53:42	17:53:42	18:16:43	20:16:42	23:01	1:59:59	2:23:00
<b>Rcvd-Closed</b>	N/A	130	17:58:56	17:58:56	17:58:56	20:13:38		2:14:42	2:14:42
		302	18:10:09	18:10:09	18:10:09			N/A	N/A
		P1	18:12:56	18:12:56	18:22:21	22:12:43	09:25	3:50:22	3:59:47
		590	18:26:12	18:26:12	18:41:36	22:11:29	15:24	3:29:53	3:45:17
		B3	19:13:19	19:13:19	19:38:35		25:16	N/A	N/A
		E1	19:31:16	19:31:16		21:21:05	N/A	N/A	1:49:49

### Incident Comments

AMERICAN FLATS HEAVY SMOKE IN AMERICAN REVINE . NO FLAMES VISIBLE

TIME	EVENT
17:41:44	Incident initiated at 680 American Flats Rd, Virginia City
17:41:59	303 10-76. 680 American Flats Rd, Virginia City
17:42:30	301 10-76 TO STATION
17:44:49	Incident comments changed
17:44:53	SMOKE IS BELOW THE OLD MILL AT AMERICAN FLATS
17:46:16	B1 10-76. 680 American Flats Rd, Virginia City
17:49:37	B1 CONFIRMED COLUMN OF SMOKE COMING FROM AMERICAN RAVINE
17:49:51	900 10-76. 680 American Flats Rd, Virginia City
17:49:56	300 10-76. 680 American Flats Rd, Virginia City
17:50:07	WT1 10-76. 680 American Flats Rd, Virginia City
17:51:15	300 10-23.
17:51:17	B1 10-23.
17:51:55	Location changed from 680 American Flats Rd, Virginia City
17:51:55	to American Ravine Rd. (Unknown Address), Silver City
17:53:42	160 10-76. American Ravine Rd. (Unknown Address), Silver City
17:53:57	WILL ATL SECOND REPORT OF FIRE
17:55:55	300 SWITCH TO WHITE FIRE ONE
17:56:11	ALL UNITS ADVISED



# STOREY COUNTY FIRE DEPARTMENT

## CAD INCIDENT REPORT

030726015

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7/26/2003

TIME	EVENT
17:58:56	130 10-76. American Ravine Rd. (Unknown Address), Silver City
17:58:56	130 10-23.
18:10:09	302 10-76. American Ravine Rd. (Unknown Address), Silver City
18:10:09	302 10-23.
18:10:22	302 HAVE STATION ONE SEND A PATROL
18:10:48	STATION 3 MANNED W/ 3
18:10:48	STATION 1 MANNED W/ 4
18:10:48	STATION 1 SENDING 2 IN A PATROL
18:10:58	WT1 10-23.
18:12:56	P1 10-76. American Ravine Rd. (Unknown Address), Silver City
18:16:15	300 HAVE NDF TALK TO ME ON WHITE FIRE 1
18:16:43	160 10-23.
18:16:48	900 10-23.
18:22:21	P1 10-23.
18:26:12	590 10-76. American Ravine Rd. (Unknown Address), Silver City
18:29:29	130 PER BAT 3 NEED 2 ADDITIONAL TYPE 1 HANDCREWS FOR A TOTAL OF 3 CREWS AND
18:29:29	130 SHUT DOWN 342 / 10-4 342 SHUT DOWN
18:30:13	300 REQUEST CAPTIAN HIKA
18:30:13	300 REQUEST LYON CO CENTRAL 1 OR 2 TO RESPOND ENGINE BURNED OVER BUT CREW IS
18:30:13	300 SAFE
18:32:25	130 CANT GET BULLDOZER TO STOP HE IS A VOLUNTEER FROM SILVER ONLY EQUIPED
18:32:25	130 WITH A FIRE RADIO
18:41:07	130 10-23. AT DEVILS GATE W/502
18:41:36	590 10-23. PIO
18:42:38	300 REQUEST LYON CO SHERIFF'S OR EMERGENCY SERVICES FOR POSSIBLE EVACUATION
18:42:38	300 OF SILVER CITY
18:42:38	300 LYON NOTIFIED
18:45:32	300 PER NDF NO TYPE ONE HAND CREWS AVAIL WHAT OTHER TYPE WOULD YOU LIKE
18:45:32	300 / 20 PERSON CREWS
18:45:32	300 NDF NOTIFIED AND ONE IS ON THE WAY
18:45:50	STATION 3 MANNED WITH 6
18:46:33	CONTACTED NHP FOR ASSISTANCE IN ROAD CLOSURE. THEY WILL NOTIFY NDOT FOR
18:46:33	SIGNS ON ROADS
18:47:55	303 STEVE AYERS CALLED TO ADVISE HE IS AVAILABLE
18:50:25	303 ADVISED 590 OF ALL INFORMATION COLLECTED
18:54:56	303 300/ RUN CARD 2 TYPE 1 ENGINE EAST FOR EK TYPE 1 CARS ON 1 TYPE 1 RENO
18:55:22	303 1 TYPE 1 FROM STOREY STAGE AT 342 & 341
18:59:31	303 REQUEST OFF DUTY CAPTIAN TO RESPOND CODE 3
18:59:45	303 TONED FOR PERSONNEL TO RESPOND
19:00:40	303 STATION 3 / WHAT DO YOU WANT ? ENGINE 3 OR BRUSH 3 /
19:07:14	PER 300 SEND BRUSH 3 DOWN TO FIRE
19:12:24	303 PLACER DISPATCH WILL SEND 2 TYPE 1 FROM EAST FORK
19:12:37	303 PUBLIC WORKS PAGED FOR POSSIBLE WATER USAGE IN SILVER CITY
19:13:19	B3 10-76. American Ravine Rd. (Unknown Address), Silver City
19:31:16	E1 10-76. American Ravine Rd. (Unknown Address), Silver City
19:34:06	590 10-23. OLD MILL SITE
19:37:41	303 LEANNE FROM PLACER WANTING TO KNOW IF ITS A REGIONAL CHIEFS REQUEST
19:37:53	303 PER 300 / NEG MUTUAL AID BETWEEN LYON AND DOUGLAS
19:38:26	303 INFORMATION GIVEN TO PLACER DISPATCH AND GIVEN 300'S INFO AS IC
19:38:31	303 10-23.



# STOREY COUNTY FIRE DEPARTMENT

Page 3

## CAD INCIDENT REPORT

030726015

7/26/2003

TIME	EVENT
19:38:35	133 10-23.
19:39:08	590 10-76. BACK TO COMMAND
19:45:31	303 EAST FORK SENDING ENGINE 9 ENROUTE AT 1941
19:45:44	303 TAIHOE DOUGLAS WILL BE RESPONDING ONE AND WILL CALL BACK W/ ETA
19:47:43	303 S1/ GET NDOT TO PUT SIGNS UP / NDOT HAS BEEN NOTIFIED
19:47:58	303 900/ ALL ROAD CONDITIONS ARE TAKEN CARE OF
19:49:21	303 130/ PICKED UP KEY FOR TRANSFER STATION FOR NDF TO FUEL HELICOPTERS
19:50:05	303 STATION 1 MANNED WITH 3
19:50:59	130 10-23. TRANSFER STATION
19:51:11	590 10-76. TO OTHER VEH
19:53:30	DO WE HAVE OTHER KEY THIS ONE IS NOT WORKING?/ NEG THATS THE ONLY KEY WE
19:53:30	HAD
19:53:45	303 STATION 2 MANNED W/ 5
19:54:14	WILL BE GETTING BOLT CUTTERS FROM FIRE DEPARTMENT
20:02:58	GATE IS OPEN
20:13:38	130 10-8.
20:16:42	160 10-8. 76 TO IC TO MEET S1
20:42:28	303 590 WILL BE GIVING A SERIES OF CODE 4 ON THE AIR AND S1 WILL ACKNOWLEDG
20:42:37	590 10-23. WILL BE GIVING PS TO MEDIA S1 WILL ACKNOWLEDGE HIM
20:43:46	303 VICTOR AT STATION 1 MANNED WITH AN A COUPLE VOLUNTEERS.
21:21:05	E1 10-8. Freed
21:36:42	E1 QTRS
21:44:35	PER S1 ALL MEDIA HAS BRIEFED AND HAS NOW LEFT IF ANY MORE CALLS ABOUT
21:44:35	FIRE REFER TO MINDEN DISPATCH 883-5995 ALSO ADVISE LYON DISPATCH
22:06:48	P2 QTRS
22:11:07	590 RELEASED AS PIO BE AT 341/342 TO RELIEVE 900
22:11:29	590 10-8. Freed
22:12:43	P1 10-8.
22:13:02	P1 RELEASED AND RETURNING
22:23:19	900 10-8. Freed
22:28:45	B1 10-8. RELEASED AND RETURNING



CHECK-IN LIST				1. INCIDENT NAME AMERICAN RAVINE		2. CHECK IN LOCATION <input type="checkbox"/> BASE <input type="checkbox"/> CAMP		3. DATE/TIME 7/26/03 18:00				
				3410 AM FLAT		<input type="checkbox"/> STAGING AREA		<input type="checkbox"/> HELIBASE				
CHECK-IN INFORMATION												
4. LIST PERSONNEL (OVERHEAD) BY AGENCY & NAME - OR - LIST EQUIPMENT BY THE FOLLOWING FORMAT:	5. ORDER/REQUEST NUMBER	6. DATE/TIME CHECK-IN	7. LEADER'S NAME	8. TOTAL NO. PERSONNEL	9. MANIFEST YES NO	10. CREW WEIGHT OR INDIVIDUALS WEIGHT	11. HOME BASE	12. DEPARTURE POINT	13. METHOD OF TRAVEL	14. INCIDENT ASSIGNMENT	15. OTHER QUALIFICATION	16. SENT TO RESTAT TIME/INT.
AGENCY	SINGLE T/F S/T	KIND	TYPE	ID. NO./NAME								
HDF			III	B11						B		NIGHT
NDF			SAFETY	O12			(MIKE) SMITH			INCIDENT WIDE		23:10
NDF			III	B7			NATE			B		NIGHT
NDF			III	B1			CLAINER			STRUCTURE		22:10
SC			III	B3			CHILL			B		NIGHT ASSIGN
CC PD			I	E2			HERNANDEZ			STRUCTURE		21:40
NDF			III	B4			BEGGSTRON			B		22:30
SC			I	E2 (E2)			CURTIS			STRUCTURE		21:15
B4M			III	3934			DAVIS			STRUCTURE		22:10
LC SS			-	LYON SEARCH & RESCUE			SMALL			STAGING		20:45
RENO			I	E16			JONES			STRUCTURE		21:40
NDF			II	EAST. SIERRA 1			MOLINE			B		NIGHT ASSIGN
FISH SPR			I	E9			GRISSOM			STRUCTURE		21:40
TAHO DAVE			I	E5			PAUL			STRUCTURE		21:40
17. Page 2 of 2				18. PREPARED BY (NAME AND POSITION) USE BACK FOR REMARKS OR COMMENTS								



AMERICAN FLAT INCIDENT

CHECK-IN LIST				1. INCIDENT NAME AMERICAN RAVINE		2. CHECK IN LOCATION <input type="checkbox"/> BASE <input type="checkbox"/> CAMP		3. DATE/TIME 7/26/03 12:00											
				3120 AD. FLAT		<input type="checkbox"/> STAGING AREA <input type="checkbox"/> ICP RESTAT <input type="checkbox"/> HELIBASE													
4. LIST PERSONNEL (OVERHEAD) BY AGENCY & NAME - OR - LIST EQUIPMENT BY THE FOLLOWING FORMAT:				CHECK-IN INFORMATION															
AGENCY	SINGLE UNIT S/T	KIND	TYPE	LD. NO./NAME	5. ORDER/ REQUEST NUMBER	6. DATE/TIME CHECK-IN	7. LEADER'S NAME	8. TOTAL NO. PERSONNEL	9. MANIFEST		10. CREW WEIGHT OR INDIVIDUALS WEIGHT	11. HOME BASE	12. DEPARTURE POINT	13. METHOD OF TRAVEL	14. INCIDENT ASSIGNMENT	15. OTHER QUALIFICATION	16. SENT TO RESTAT TIME/INT.		
									YES	NO									
CLC			I	E 34		>18:00	ALLENDER	2							A		OUT OF SERVICE		
CLC			III	B 35		>18:00		3							A		22:10		
SC			III	B 1		>18:00	J CURTIS	4							A		22:20		
SC			III	B 11		>18:00		3							A		22:20		
CLC			V	P 35		18:00		1							A		22:10		
SC			WT	WT 1		18:00	PETROCCII	1							A		NIGHT ASSIGN		
CLC			III	E 36		18:00	MCCOY	1							STAGING		22:10		
CLC			AMB	M 36		18:00		1							STAGING		NIGHT ASSIGN.		
CLC			III	B 34		18:10	TOLL	1							B		22:10		
CLC			III	B 36		18:13		1							A		22:10		
CLC			V	P 33		18:20		1							B		22:10		
NDF			III	B III		18:25		3							A	NOTE: SOME HOW GOT REL BUT CALLED BACK	NIGHT ASSIGN		
SC			V	P 1		18:29	MATT SMITH	3							A		22:20		
NDF			II	SL. SPR. 2		18:31		23							B		NIGHT ASSIGN		
BLM			IV	396B		18:42		2							B		21:30		
NDF			DOZER	D 1		19:05		3							B		20:11		
17. Page 1 of 2				18. PREPARED BY (NAME AND POSITION) USE BACK FOR REMARKS OR COMMENTS															
ICS 211 1-82				NFES 1335															

INFORMAL STATEMENT BY: <input type="checkbox"/> Driver <input type="checkbox"/> Officer From <input type="checkbox"/> Passenger      Other Department <input checked="" type="checkbox"/> Witness <input type="checkbox"/> Other		<b>NEVADA HIGHWAY PATROL</b>		ACCIDENT NUMBER:  CITATION NUMBER:  OTHER NUMBER:	
DATE: 7/26/03		TIME: <input type="checkbox"/> AM <input type="checkbox"/> PM		FULL NAME: KEVIN B. LEONWORTH	
RESIDENCE ADDRESS: 232 CORRAL SE			CITY: DAYTON	STATE: N.V.	ZIP CODE: 89403 TELEPHONE: 246-1748
SOCIAL SECURITY NUMBER: 549-19-6261		DRIVER'S LICENSE NUMBER:		STATE:	
VEHICLE LICENSE NUMBER:		STATE:		YEAR AND MAKE OF VEHICLE:	
MY OBSERVATION OR INVOLVEMENT IN THIS MATTER WAS AS FOLLOWS: <div style="border: 1px solid black; padding: 10px; min-height: 200px;"> <p>(BEUSH 35) WHILE RESPONDING TO A BRUSH FIRE IN THE SILVER CITY AREA, I WAS INSTRUCTED TO TIE IN WITH E-34 FIRST ON SCENE BY PATROL 35. I FOUND E-34 AND CREW APPROX 3/4 MI. ON AMERICAN PAVINE. I FOUND E-34 AND HEAVY FUEL AND FIRE. THE RATE OF SPREAD WAS FAST WITH FIRE COMING TOWARD US (EAST) DOWN CANYON. MY TRUCK WAS FACING WEST AND I BACKED DOWN THE ROAD TO THE FIRST WIDE SPOT TO TURN AROUND FOR AN ESCAPE ROUTE AS I GOT THE TRUCK AROUND, I SAW HEAVY FIRE AND E-34'S CREW WALKING AWAY FROM E-34 AS FIRE SURROUNDED THE TRUCK. I INSTRUCTED THE CREW TO GET INTO MY TRUCK AS THEY DID AND WE MADE A HASTY RETREAT OUT OF THE AREA. DURING OUR RETREAT WE WERE HAVING PROBLEMS CONTACTING THE IC OR OPS ALSO, DURING OUR RETREAT I HEARD AN EXPLOSION I THOUGHT TO BE E-34. WE MADE IT SAFELY TO STAGING.</p> </div>					
SIGNATURE OF PERSON WRITING STATEMENT: 					

## NEVADA DIVISION OF FORESTRY

INCIDENT AMERICAN  
ASSIST. RAVINE  
FIRE

## STATEMENT OF WITNESS

FIRE 7-26-03  
DATE: 19  
TIME 2205hNAME: JOE CURTISADDRESS: PO BOX 449PHONE: (H) 847-0666CITY: VIRGINIA CITY, NV.

STATE:

(W) 847-0454SOCIAL SEC. # 530-28-5258D.O.B. 5-20-45BUSINESS ADDRESS: STOREY CO. FIRE DEPT. BRUSH 1

On arrival as 2nd in Eng. behind Lyon E34 we proceeded up American Ravine past the Peddler residence with a three man crew on Brush 1. We responded on up to the V&T right away and cont. North bound on the R/W but got stopped due to the narrow cut. I walked forward along the R/W to scout the route and try to get a better visual on the fire. We had seen E34 go off to the right (North) and up into the Canyon on fire. My decision was to stay out of there and get to the area above the fire and to the west as the wind was to the East. Scouting to the north I noted the fire on both sides of the canyon and burning heavily in brush & trees. I observed a 60's ~~model~~ model chevrolet PU with white camper shell going east on the road at the bottom of the canyon then it pulled over and stopped. I caught a glimpse of the E34 on the road through the smoke - CONT. ON BACK -

JOSEPH L. CURTIS

SIGNATURE: Joe Curtis

DESCRIPTION OF VEHICLE / PERSON SEEN:

MAKE: \_\_\_\_\_ MODEL: \_\_\_\_\_ LICENSE# \_\_\_\_\_ COLOR \_\_\_\_\_

HEIGHT \_\_\_\_\_ WEIGHT \_\_\_\_\_ HAIR \_\_\_\_\_ EYES \_\_\_\_\_ RACE \_\_\_\_\_

GENERAL APPEARANCE: \_\_\_\_\_



I initially saw no personnel in the area. The fire began burning furiously to the East. Then I saw E4 again still in some place. I then saw the crew running down the road in the bottom of the canyon. RADIO traffic said the Express Burners over. About this time NDF BC Reinhardt arrived at my location and I briefed him. Shortly after that we heard an explosion from down in the canyon. Scott Johnson of BLM was also present on the V&T R/O/w when the explosion sound was heard.

END OF STATEMENT.

*John L. Curtis*

JOSEPH L. CURTIS

## NEVADA DIVISION OF FORESTRY

INCIDENT \_\_\_\_\_

ASSIST. \_\_\_\_\_

## STATEMENT OF WITNESS

FIRE \_\_\_\_\_

DATE: 7/26 1903

TIME \_\_\_\_\_

NAME: Kip AllanderADDRESS: Box 32PHONE: (H) 847-7708CITY: Silver CitySTATE: NV(W) 246-6209

SOCIAL SEC. # \_\_\_\_\_

D.O.B. 5/12/71

BUSINESS ADDRESS: \_\_\_\_\_

This statement is in regards to the Burnover of Engine 34 ~~from~~ <sup>of</sup> Central Lyon County Fire district. I was the Fire officer for this unit and it was just a two person company today, we were on Fire watch stand by for the lightening storm that passed near the area. We overheard this incident dispatched ~~over~~ to Storey county units ~~and~~ by Storey county dispatch. We took a look in the general direction and saw a column of smoke working up. At this time; ~~by radio~~ we ~~noticed~~, because this fire appeared to possibly be in Lyon County jurisdiction, I notified Lyon county dispatch to dispatch a first alarm Brush assignment to this incident.

SIGNATURE: \_\_\_\_\_

DESCRIPTION OF VEHICLE / PERSON SEEN: \_\_\_\_\_

MAKE: \_\_\_\_\_ MODEL: \_\_\_\_\_ LICENSE# \_\_\_\_\_ COLOR \_\_\_\_\_

HEIGHT \_\_\_\_\_ WEIGHT \_\_\_\_\_ HAIR \_\_\_\_\_ EYES \_\_\_\_\_ RACE \_\_\_\_\_



2/5

At this time (?) we responded E34 w/ the two personal up American Ravine. to get an initial size-up assessment and potentially begin suppression operation. At the take off point for the road in American Ravine canyon we got our first visual on the fire and we reported that we had about 3 to 4 acres in heavy fuels w/ group torching of trees on the ~~west~~ <sup>(East facing slope)</sup> aspect of the drainage. We noted that the smoke was ~~mostly~~ moving upslope and not coming down the ravine. ~~Having been in this ravine I had a lot of exp I was~~ Very familiar with this ravine and felt that we could make a safe attack fr/ the ravine by flanking the southern side from an Anchor point at the road in the bottom of the ravine. I also thought that one of our primary objectives would be to hold the fire at this road and prevent it from jumping over to the west aspect (west facing) slope. On our way working into this fire along this ravine road I noticed lots <sup>(50)</sup> of small spot burns in the vegetation in the center road. (see witness statements for fire investigation). These were suspicious and so I reported that this fire was suspicious in origin at this time. We continued in to about 200 - 300 feet from the fire. The road was narrow at this point and we still didn't have a good view of the fire and we were several hundred feet ~~from~~ past a turnaround point. At this time I parked the engine and decided to walk in to the fire to get a better size-up and to determine our strategy of attack. At this time conditions were still similar to earlier, we ~~weren't~~ light ~~was~~ (next area)

3/5

Lkris Allander statement

INFORMAL STATEMENT BY: <input type="checkbox"/> Driver <input type="checkbox"/> Officer From <input type="checkbox"/> Passenger      Other Department <input type="checkbox"/> Witness <input type="checkbox"/> Other		7/26/03 <b>NEVADA</b> <b>HIGHWAY PATROL</b>		ACCIDENT NUMBER:
				CITATION NUMBER:
				OTHER NUMBER:
DATE:	TIME: <input type="checkbox"/> AM <input type="checkbox"/> PM	FULL NAME:		
RESIDENCE ADDRESS:		CITY:	STATE:	ZIP CODE:
SOCIAL SECURITY NUMBER:		DRIVER'S LICENSE NUMBER:		STATE:
VEHICLE LICENSE NUMBER:		STATE:		YEAR AND MAKE OF VEHICLE:

MY OBSERVATION OR INVOLVEMENT IN THIS MATTER WAS AS FOLLOWS:

up canyon winds and ~~as~~ we were not smelling smoke. When I made it around the ~~canyon~~ corner I got a good close up view of the fire conditions. The fire had just recently stopped over the road and was now burning on the west aspect slope, ~~and~~ (the east aspect was already fairly heavily involved). The fuels in the ravine bottom were ~~quite~~ heavy between the engine and the fire so we decided to back up to the ~~lighter~~ where the fuels were lighter and try to flank the fire on the east aspect when it burned down to us. As we were backing up I noticed that conditions were beginning to change! The fire was picking up in intensity, and it started to get smoky. When we got into our new position we deployed 1.5" 100' long attack line. We began to charge the line to be ready for the attack <sup>and then</sup> conditions changed even more. ~~The~~ Light winds were now coming down canyon, the fire picked up in intensity and began torching the heavy fuels that were initially between us and the fire. Fire brands

SIGNATURE OF PERSON WRITING STATEMENT:

we began to <sup>^</sup>smell the smoke.

4/5 circulating through the air past us (down canyon from us). and ~~one or at least one spot fire ignited down canyon from us.~~ Also, the fire began to whirl and was becoming ~~extreme~~. ~~we were initially thinking about just holding a defense from our location but felt~~ we decided ~~at that~~ this time that we needed to leave the machine because of deteriorating conditions. So we asked ~~Engine 3~~ Brush 35 (which had pulled up behind us at sometime) to back-out. we started backing out ~~back~~ and then ran over a rock or something that caused the Right front wheel of the engine to slip off the road down the embankment a little. I made sure the engine was in low range ~~or~~ and in 4 wheel drive and tried to back the front wheel onto the road. The engine was stuck and the situation was continuing to deteriorate, <sup>fast</sup> I thought for a brief time that we would defend just our position and let the fire go by. I looked around and saw that we were next to healthy and large Pinon and felt "nervous" about that. And then I noticed a spot fire developing down canyon and felt concerned that it could develop and cut off our escape route down the canyon. The fire was very active and was whirling still. I told ~~my~~ Patricia (the other crew member) that we had to leave and that we were going to abandon the vehicle. I then called out on the radio to ops or command(?) and let them know that we were escaping from the area, the engine was stuck and that we were abandoning it, and we began our walk ~~out~~ down the road down the canyon.

5/5

## Kip Allander Statement

INFORMAL STATEMENT BY: <input type="checkbox"/> Driver <input type="checkbox"/> Officer From <input type="checkbox"/> Passenger    Other Department <input type="checkbox"/> Witness <input type="checkbox"/> Other		7/26/03 <b>NEVADA</b> <b>HIGHWAY PATROL</b>		ACCIDENT NUMBER:	
				CITATION NUMBER:	
				OTHER NUMBER:	
DATE:	TIME: <input type="checkbox"/> AM <input type="checkbox"/> PM	FULL NAME:			
RESIDENCE ADDRESS:		CITY:	STATE:	ZIP CODE:	TELEPHONE:
SOCIAL SECURITY NUMBER:		DRIVER'S LICENSE NUMBER:		STATE:	
VEHICLE LICENSE NUMBER:		STATE:		YEAR AND MAKE OF VEHICLE:	
MY OBSERVATION OR INVOLVEMENT IN THIS MATTER WAS AS FOLLOWS: <p>             Upon leaving the engine we talked a citizen into leaving the area (he <del>heard</del> his son had come up P.O.V. at some time behind the engine). We made sure that he got to his truck and got going down the road. <del>Brush 35</del> Brush 35 waited for us at the turnaround <sup>and we caught a ride w/ B35).</sup> On our retreat we had difficulty in transmitting out of the canyon to reassure OPS and command that all persons in the canyon were <del>safe</del> safe, accounted for, and on their way out of the canyon. We finally got to a spot where we could get out on the radio and got this information out. Once out of the canyon Patricia and I were instructed to <del>not get reassigned</del> by Chief Gillerwater (over the phone) to not get reassigned and to spend our time filling out paper work and letting our nerves recover. And that is what we did.           </p> <p>             to the very best of my memory, this is what occurred and what happened.           </p>					
SIGNATURE OF PERSON WRITING STATEMENT:				7/26/03	



## NEVADA DIVISION OF FORESTRY

INCIDENT \_\_\_\_\_

ASSIST. \_\_\_\_\_

## STATEMENT OF WITNESS

FIRE \_\_\_\_\_

DATE: 7/26/03 19TIME 2003

page 1 of 3

NAME: Patricia AllanderADDRESS: PO Box 185PHONE: (H) 847-0378CITY: Silver CitySTATE: NV(W) 720-0543SOCIAL SEC. # 530 682691D.O.B. 2-14-73

BUSINESS ADDRESS: \_\_\_\_\_

Kip Allander, my brother, and I were a 2 person crew on Engine 34 responding to a wildland fire on American Ravine Canyon, I am not sure of the exact time. I was in the passenger seat, Kip was driving. We proceeded to drive up the canyon North on a narrow dirt access road with medium fuels on either side of us and mixed with light fuels. There is a creek that runs along the dirt road with varied heavy fuels mixed with medium. The fire we could see was approx 1 mile up this road which both Kip and I are familiar with due to the fact we grew up here and used the road frequently for hiking. Behind us on the road were 2 vehicles besides our engine. There was an older man and his son in a blue + white truck. They were residents whom live at the south end of the ravine. Behind

SIGNATURE: P. Allander

DESCRIPTION OF VEHICLE / PERSON SEEN: \_\_\_\_\_

MAKE: \_\_\_\_\_ MODEL: \_\_\_\_\_ LICENSE# \_\_\_\_\_ COLOR \_\_\_\_\_

HEIGHT \_\_\_\_\_ WEIGHT \_\_\_\_\_ HAIR \_\_\_\_\_ EYES \_\_\_\_\_ RACE \_\_\_\_\_

GENERAL APPEARANCE: \_\_\_\_\_



them was Brush 35 with a crew of 1. The truck pulled off the road and let Brush 35 pass.

As we approached the fire, ~~we~~ I could see heavy flames with burning piñon about a quarter of a mile ahead of us (north) burning on the east slope. Kip stopped the Engine on the road. We both got out to size up. Kip walked ahead, north, on the road to view the fire ahead. I stayed with the engine to assess our potential anchor point and to meet up with Brush 35 and at that time I told the citizens to go back, at which time the son refused and headed up the west slope with his shovel. Kip came back to the engine and decided to pull the front hose and ~~that~~ that we were going to make an attack from right where we were. One minute later, he decided that it would be safer to back up to a better location to make an anchor and start our attack. We needed to ~~move~~ back south to make sure the fuels on either side of us were lighter. Brush 35 back up first and we started backing. As we looked up in the northerly direction up the canyon, it was apparent that the fire conditions had changed drastically. It was now eminent that we had to back up due to the fact that the flames were quickly consuming the heavy fuels in the creek just ahead of us. As we were backing, the engine hit a bump possibly a rock which shifted the front ~~end~~ tire on the

passenger's side down towards the creek. We tried to back again but the front end slid sideways down the ~~hill~~. Each attempt to drive the engine caused the front end to slide more until we were sideways and stuck partially down the ravine. I had to get out of the engine on the driver's side and both Kip and I conferred with each other.

We had the possible option of staying with the engine and protect it with water. The fuels surrounding us were ~~no~~ medium to very heavy and the fire was heading toward us in a southern direction very rapidly. The safest option was to leave the engine. As we turned around ~~to~~ and looked south down the road, there was fire that started to surround us even on the south east side. The only option left was to walk out quickly. We met up with Brush 35 shortly down the road and the citizens.

We all proceeding back out of the canyon knowing there was nothing left to do but to make sure we were all out. We got in ~~the~~ Brush 35 and the citizens got back in their truck. We all drove out and regrouped back down at Staging Hwy 342 + American Rivine Road.

F. Allender Page ③

# **American Flat Fire**

## **Central Lyon County E-34 Burnover**

### **July 26, 2003**

Nevada Division of Forestry Battalion 3 (Joe Reinhardt) responded along with Storey County Fire Department and Central Lyon Fire Protection District to a reported wildland fire in the American Ravine just west of Silver City Nevada. Storey County Chief 300 (Gary Hames) was in communication with BC3 while both were en route. CLFPD E-34 was first in engine on the incident and was communicating with Lyon Dispatch as well as with Chief 300. E-34 gave a size up and stated that they were attempting to gain access to the fire. En route, Chief 300 requested that additional resources were needed in addition to the response from Storey and CLFPD resources. BC3 ordered three Type 3 engines, one hand crew, one dozer and aircraft to respond to the incident. In addition, BLM 3912 (Scott Johnson) overheard the traffic and reiterated the need for aircraft. The smoke column that was observed en route exhibited down slope flow influenced by a cumulus cell to the west of the area. The smoke was black in color and was building.

Upon arrival of BC3 and Chief 300, it was agreed that BC3 would assume operations and Chief 300 would assume command. BLM 3912 was assigned Air Operations for the incident. It was decided that Operations would proceed up to above the scene for a better vantage point and all additional incoming units would be staged at the highway. While negotiating up the road, followed by 3912, radio traffic of someone stating "Emergency Traffic" was heard on the Lyon County frequency. Command (Chief 300) did a general broadcast to clear the air which was apparently not heard by all units. Contact was made between Command and E-34 and it was determined that the Engine was stuck and that the fire was approaching. Command advised them to deploy a line if possible and contemplate a shelter deployment. They advised that they were leaving the engine and were proceeding down canyon from the engine. Operations then continued to attempt to maintain radio communication with E-34's crew to no avail. Communication was established approximately 5 – 7 minutes after the initial "Emergency" call. It was at that point that "E-34 is all accounted for and they are safe and had walked out to Patrol 135 for transport out of the canyon". Operations advised Command that all resources were to be disengaged and re-deployed after an anchor was established and a plan was developed. All resources were staged until assigned later on.

The fire behavior that was observed at the time of the "emergency call" exhibited intense burning in heavy fuels (sage, grass, white top, willow and pinyon/juniper) in the canyon bottom. The south facing slope fuels were lighter (grass, sage, and scattered pinyon/juniper) and the fire was creeping slowly uphill influenced by the slope. The north facing slope fuels were heavier with grass, sage (3-5 foot tall) and pinyon /juniper. The fire spread was generally down slope with a 5-8 mph wind in the canyon. A cumulus cell was located just west of the scene and seemed to

influence the direction of spread. The fire was intense in the bottom and would fish hook up the steep north facing slope with rapid, intense spread up hill. Individual torching was occurring in the pinyon/juniper with no observed continuous crown runs. The general push of the fire was down canyon from west to east.

Operations then re-deployed resources in two divisions. Aircraft was utilized to apply retardant and water in order to stop spread as well as protect structures further down canyon. A structure protection group was established in Silver City.

Operations then proceeded up the American Ravine to where E-34 was located. The scene was secured and photos were taken of the burnt vehicle. Operations then continued up to the toe of the fire that had backed up canyon from the point of origin. After the toe was secured as an anchor, operations proceeded back down canyon and returned to attending to the fire.



**Joseph J. Reinhardt**  
**Battalion Chief**  
**Nevada Division of Forestry**

July 27, 2003

**Prepared By: Gary Hames, Initial Attack Incident Commander**

Supplemental Report for American Ravine Incident on July 26, 2003

At 1758 Storey County Dispatch issued a first alarm assignment to Silver City for a reported wildland fire.

At 1741 Duty Chief Phil McKenna responded.

At 1749 I began my response. From the "Divide" area I could see a small column building which seemed to be to the West of Silver City in the American Ravine area.

While still responding I switched to Lyon County Como Repeater and advised their dispatch that we had a first alarm brush assignment being dispatched to the incident in Silver City. This was around the area of the upper entrance to American Flats. At that time I also communicated with CLCFPD E-34 (Kip Allander) and he relayed that they were responding up American Canyon to work their way into the fire and determine if it was accessible for other responding apparatus.

By this point I was around the area of "Devils Gate" and it appeared that the smoke column had doubled in size and was putting up dark gray and black smoke. I then stopped at "Devils Gate" briefly to get a better feel of the location of the fire. It seemed to me that the fire was in Lyon County but close to the Lyon/Storey County line.

I then continued into Silver City and stopped at Pedlar Street to gain some perspective of what the fire was doing. At this time it seemed to be burning North of American Ravine in a steep canyon. The column had built into a significant amount of dark black and gray smoke at this point.

From there I continued down to the junction of SR342 and American Ravine. This marked my arrival at 1751. At this time I communicated with CLCFPD and jointly decided to hold all other resources until they made a determination of access into the fire via American Ravine. They concurred with that approach and I asked Chief McKenna to establish a staging area just opposite of Pedlar Road.

At 1756 I requested all resources to switch to white fire one for tactical operations. I announced this both on Storey frequency and Lyon County Como frequency. At this same time I had a face-to-face with Paramedic Mike Streeter and Dave Lane. I told them that we would hold all resources at a staging location as previously stated. They agreed and began moving equipment to staging. At about this same time I spoke with E-34 on Lyon County frequency and we determined that I would remain as the IC until further notice. They also requested that a patrol truck be sent up American Ravine to help determine access points into the fire. At this time SCFD Brush 1 was sent back to the North on SR342 and asked to make a determination of assets could access the incident via the old V&T Railroad Bed.

Just shortly after this Battalion Chief Joe Reinhardt arrived on scene and took over Operations. Very shortly after that Scott Johnson from BLM arrived and agreed to take over air operations. We quickly moved the ICP up to the area just adjacent to the "Old Firehouse" and did a quick face-to-face briefing of what resources were assigned to. After this quick briefing Reinhardt and Johnson began making access to vantage points for operations.

At approximately 1813 CLCFPD E-34 came over Lyon County frequency and declared emergency traffic mayday. I answered them and they informed me that their truck was stuck and they were going to abandon their vehicle and leave the area. I immediately attempted to clear all traffic from all frequencies for emergency communications with E-34. I then asked if they had shelters and a safety zone that they could deploy. They replied they did have shelters and they were going to be bailing down canyon as their escape route. At this time Operations Chief Reinhardt attempted to take over communications with E-34 with no response from them. I then called Air Operations on white fire one and informed them of the situation and that we needed the first air craft on scene to work on improving their escape route and if possible protect their apparatus.

Around 1815 hours Operations and Command announced to all resources working the fire to retreat to a safety zone and disengage all operations until further notice. At this point the only thing working into the fire was SCFD B-1, CLCFPD E-34 and CLCFPD P-35.

At approximately 1820 I was informed by Operations, on white fire one that the crew had been accounted for and were safe. Very shortly after that Operations informed me of explosions in the fire area, presumably from the apparatus burning and blowing its tires.

At this time we requested a Safety Officer, Mike Smith, to begin assembling a review team for this incident.

This is an overview surrounding the burn over itself and is not inclusive of all resource orders, apparatus in staging and other traffic specific to the overall incident. It is intended to provide a statement for the investigation team only. Dispatch reports and recordings should help fill in the blanks and establish clearer time lines.

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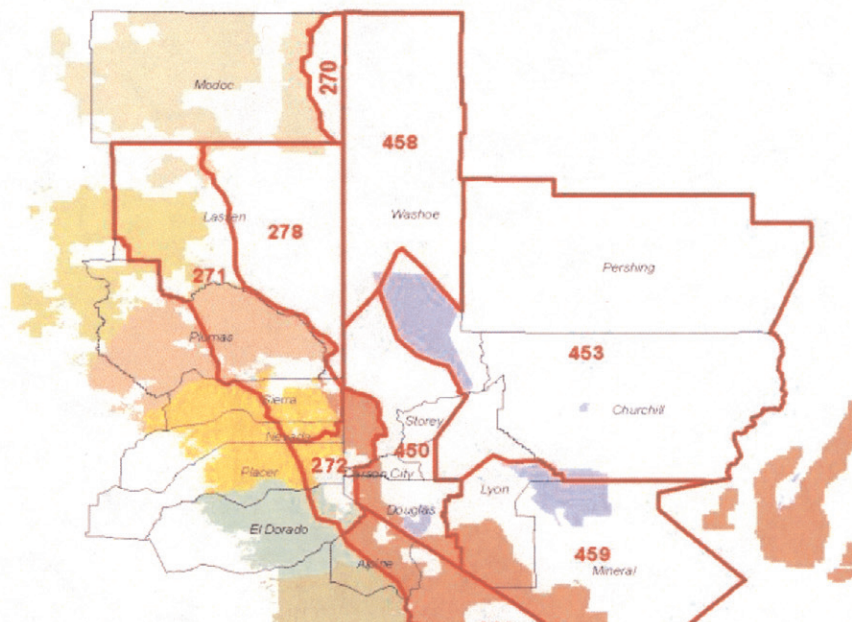
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Tel: (775) 673-8100

Last Update: July 11, 2003

Jul 28, 03 11:21

Text 1: -4:FWFREV (selection)

Page 1/2

FNUS55 KREV 261409  
FWFREVFIRE WEATHER FORECAST FOR NORTHEAST CALIFORNIA AND WESTERN NEVADA  
NATIONAL WEATHER SERVICE RENO, NV  
730 AM PDT SAT JUL 26 2003

.DISCUSSION...HIGH PRESSURE ALOFT WILL REMAIN NEAR THE FOUR CORNERS REGION THROUGH TODAY AND THEN MOVE BACK WEST OVER NEVADA BY MONDAY. TEMPERATURES WILL REMAIN ABOVE NORMAL AS THE AIRMASS STAYS MOIST. ISOLATED TO SCATTERED THUNDERSTORMS ARE EXPECTED TO CONTINUE OVER THE FIRE DISTRICT INTO THE MIDDLE PART OF NEXT WEEK THEN DRY OVER THE SIERRA FRIDAY UNDER SOUTHWEST FLOW ALOFT. LOCALLY HEAVY RAINFALL SHOULD BE EXPECTED WITH THE CORES OF THE STORMS AND SOME DRY LIGHTNING STRIKES ON THE PERIPHERY OF STORM CELLS OR CELL CLUSTERS.

NOTE: THUNDERSTORMS IMPLY GUSTY AND ERRATIC WINDS  
NOTE: PLEASE SEE OPERATING PLAN FOR DETAILED ZONE DESCRIPTIONS AT:  
WWW.WRH.NOAA.GOV/RENO/FIRE

NVZ003-004-262330-

\*\*\*\*\*  
NV ZONE 450 WESTERN NEVADA INCLUDING CARSON CITY, DOUGLAS  
AND STOREY COUNTIES, SOUTHERN WASHOE COUNTY  
AND LYON COUNTY

REGION INCLUDES: A PORTION OF THE HUMBOLDT TOiyabe NF

NV ZONE 453 WEST CENTRAL NEVADA BASIN AND RANGE INCLUDING  
PERSHING AND CHURCHILL COUNTIES, EAST-CENTRAL  
WASHOE COUNTY, AND NORTHERN LYON COUNTY  
\*\*\*\*\*

.TODAY...  
SKY/WEATHER.....PARTLY CLOUDY. SCATTERED SHOWERS AND  
THUNDERSTORMS.  
MAX TEMPERATURE  
VALLEYS.....92-98  
MID-SLOPE.....81-87.  
24 HR TREND.....LITTLE CHANGE  
MIN HUMIDITY  
VALLEYS.....16-25%  
MID-SLOPE.....25-31%  
24 HR TREND.....LITTLE CHANGE  
20-FOOT WINDS  
VALLEY/SLOPE.....LIGHT SLOPE WINDS BECOMING WEST 10-15 MPH IN THE  
AFTERNOON. STRONGEST WINDS NEAR THE SIERRA.  
RIDGE TOP.....SOUTHWEST 10 MPH.  
LAL.....3-4  
HAINES INDEX.....3  
MIXING HEIGHT.....18000-19000 FT MSL  
TRANSPORT WINDS.....SOUTHWEST 10-15 MPH.  
CHC WETTING RAIN....20 PERCENT

.TONIGHT...  
SKY/WEATHER.....PARTLY CLOUDY. SCATTERED EVENING SHOWERS AND  
THUNDERSTORMS ZONE 453 AND ISOLATED EVENING  
THUNDERSTORMS ZONE 450.

MIN TEMPERATURE  
VALLEYS.....56-66  
MID-SLOPE.....67-72  
24 HR TREND.....LITTLE CHANGE.  
MAX HUMIDITY  
VALLEYS.....66-75%  
MID-SLOPE.....50-65%  
24 HR TREND.....LITTLE CHANGE.  
20-FOOT WINDS  
VALLEY/SLOPE.....WEST WINDS 10 MPH IN THE EVENING THEN LIGHT

Monday July 28, 2003

1/2





**Station: 260114      Name: DESERT SPRINGS      NESDIS: 325556E4**

Type: 4 (RAWS S NFDRS)      Create/Mod Date: 17-Apr-2003      Obs Time/Z: 13/PST  
 Assoc Man: \_\_\_\_\_      Prev Stn: \_\_\_\_\_      Fcst Zone: 450

State: 32-NV      County: 031-Washoe      Lat/Lon: 39 40 26, 119 46 4  
 Obs Agy: 2 (USDI BLM)      Unit: CCD      Mnemonic: BLM      FS Reg: 4

Fuel Stk: 16-Apr-2003      Wdy FM Mea: \_\_\_\_\_  
 Site: 1      Elev: 5280      Asp: 8      Ann Prec: 12.00      Season: 1  
 Ltng scale: 1.00      Hum code: 2      Temp code: 1      Pres code: 1  
 Wind Spd code: 1      KBDI:      One/Ten Fl: N

User: FS7092      Acc Lst: FIRES  
 Comments: BLM-RAWS/PERMANENT/SECONDARY/ZONE-450

[HF/INTEL/2003]

P	** 78 NFDRS Only **	88 S G C	Staffing	Idx	Breakpnts
r	H	Greenup	S l r l	Low	High
i	FM S Herb Date	Date	b p s i	SI DC SI% Val	SI% Val
1	7T C 19-jun-03	15-apr-03	_ 1 P 2	BI 6 80 92	95 134
2	7G C 19-jun-03	15-apr-03	_ 1 P 2	EC 6 80 93	95 102

FireFamily Plus Frequency Distribution Report  
 Station: 260114 - DESERT SPRINGS      Model: 7T1PE2

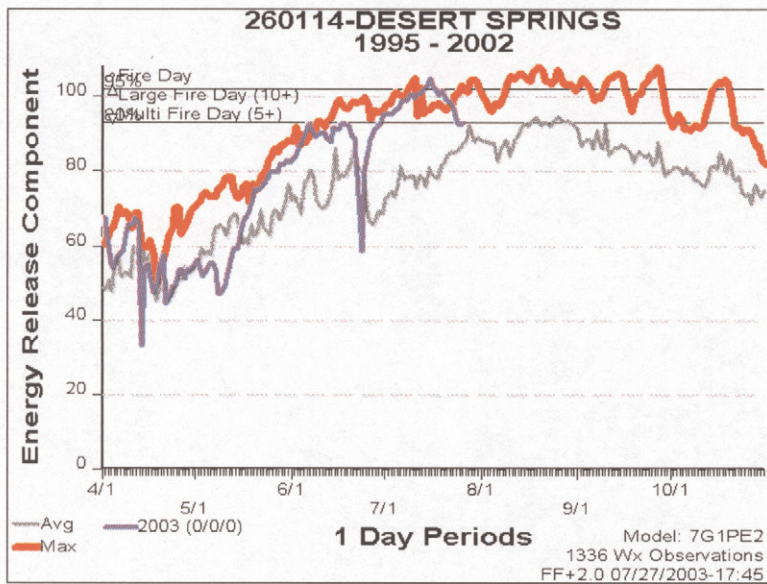
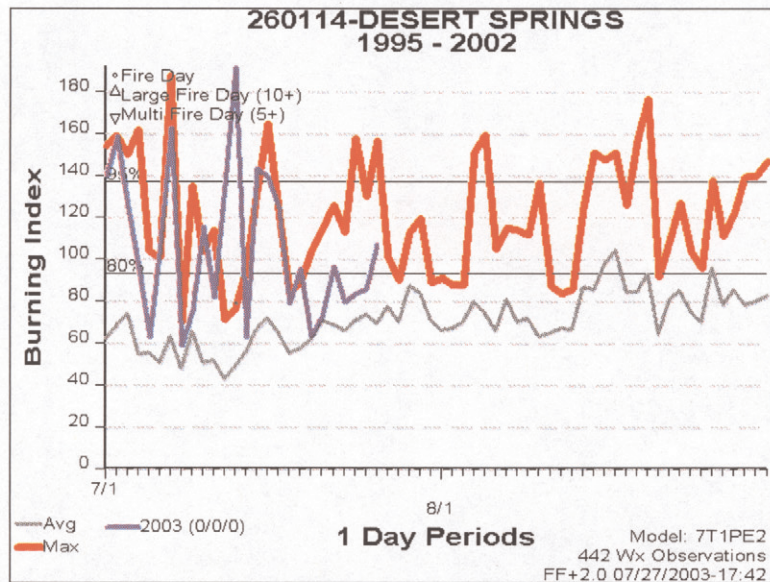
**Burning Index**

May 1 - September 30, 1995 - 2002  
 80% = 89.00  
 95% = 129.00

FireFamily Plus Frequency Distribution Report  
 Station: 260114 - DESERT SPRINGS      Model: 7G1PE2

**Energy Release Component**

May 1 - September 30, 1995 - 2002  
 80% = 94.72  
 95% = 102.25



**Station: 260701      Name: DEAD CAMEL      NESDIS: 325C2628**

Type: 4 (RAWS S NFDRS)      Create/Mod Date: 17-Apr-2003      Obs Time/Z: 13/PST  
 Assoc Man: \_\_\_\_\_      Prev Stn: \_\_\_\_\_      Fcst Zone: 453

State: 32-NV      County: 001-Churchill      Lat/Lon: 39 15 20, 118 57 35  
 Obs Agcy: 2 (USDI BLM)      Unit: CCD      Mnemonic: BLM      FS Reg: 4

Fuel Stk: 16-Apr-2003      Wdy FM Mea: \_\_\_\_\_  
 Site: 1      Elev: 4490      Asp: 4      Ann Prec: 5.00      Season: 1  
 Ltng scale: 1.00      Hum code: 2      Temp code: 1      Pres code: 1  
 Wind Spd code: 1      KBDI:      One/Ten Fl: N

User: FS7092      Acc Lst: FIRES  
 Comments: BLM-RAWS/PERMANENT/PRIMARY/ZONE-453

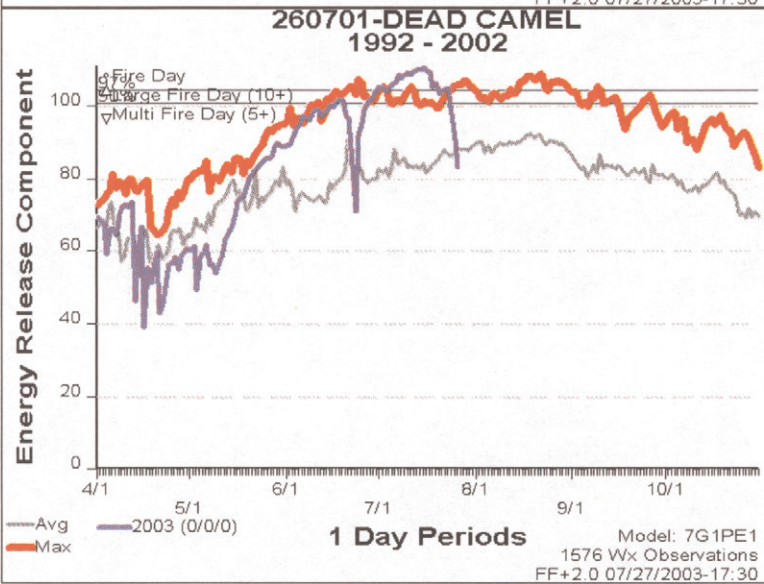
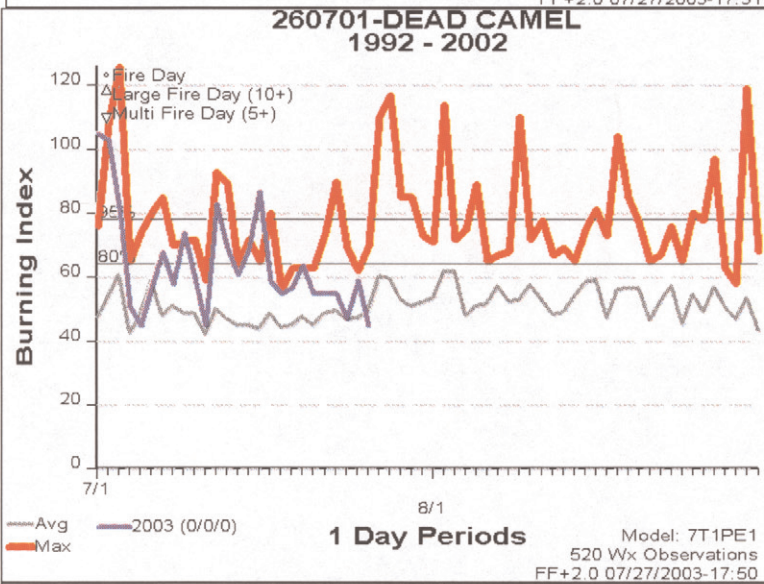
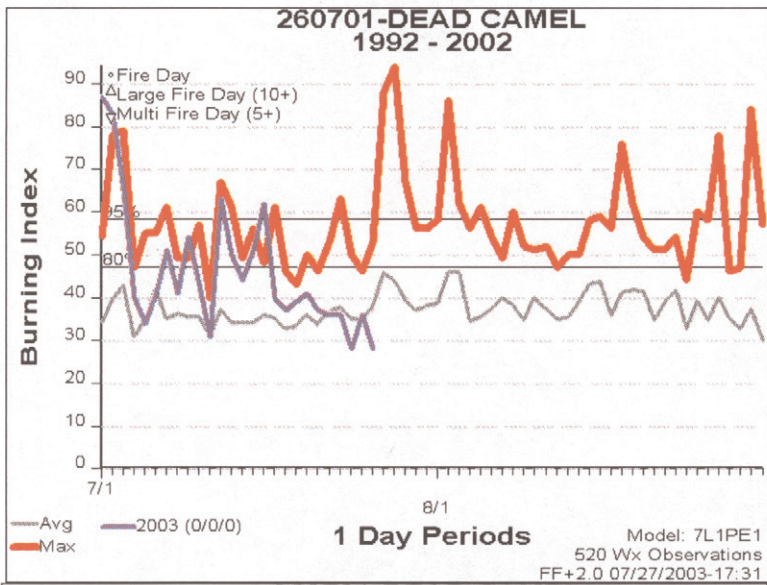
FM-L1P1/BI 80/95% SFC-FDR RATING SCALE VALLEY BOTTOMS  
 FM-T1P1/BI 80/95% SFC-FDR RATING SCALE HIGH ELEVATIONS  
 FM-G1P1/ERC 80095% (CARSON/WALKER ZONE 453) FOR NAT'L FIRE DANGER PJCT.  
 [HF/INTEL/2003]

P		** 78 NFDRS Only **		88 S G C		Staffing Idx Breakpnts	
r	H	Greenup	S l r l	Low	High		
i	FM S Herb Date	Date	b p s i	SI DC	SI% Val	SI% Val	
1	7L C 06-jul-03	15-apr-03	_ 1 P 1	BI 6	80 52	95 69	
2	7T C 04-jun-03	15-apr-03	_ 1 P 2	BI 6	80 74	95 100	
3	7G C 06-jul-03	15-apr-03	_ 1 P 1	EC 6	80 94	95 101	

FireFamily Plus Frequency Distribution Report  
 Station: 260701 - DEAD CAMEL      Model: 7L1PE1  
**Burning Index**  
 May 1 - September 30, 1992 - 2002  
 80% = 44.00  
 95% = 58.00

FireFamily Plus Frequency Distribution Report  
 Station: 260701 - DEAD CAMEL      Model: 7T1PE1  
**Burning Index**  
 May 1 - September 30, 1992 - 2002  
 80% = 62.00  
 95% = 80.00

FireFamily Plus Frequency Distribution Report  
 Station: 260701 - DEAD CAMEL      Model: 7G1PE1  
**Energy Release Component**  
 May 1 - September 30, 1992 - 2002  
 80% = 97.65  
 95% = 103.47



**Station: 261204    Name: FISH SPRINGS    NESDIS: 32541714**

Type: 4 (RAWS S NFDRS)    Create/Mod Date: 17-Apr-2003    Obs Time/Z: 12/PST  
 Assoc Man: \_\_\_\_\_    Prev Stn: \_\_\_\_\_    Fcst Zone: 450

State: 32-NV    County: 005-Douglas    Lat/Lon: 38 56 10, 119 39 7  
 Obs Agt: 2 (USDI BLM)    Unit: CCD    Mnemonic: BLM    FS Reg: 4

Fuel Stk: 16-Apr-2003    Wdy FM Mea: \_\_\_\_\_  
 Site: 1    Elev: 5120    Asp: 8    Ann Prec: 16.00    Season: 1  
 Ltng scale: 1.00    Hum code: 2    Temp code: 1    Pres code: 1  
 Wind Spd code: 1    KBDI:    One/Ten Fl: N

User: FS7092    Acc Lst: FIRES  
 Comments: BLM-RAWS/PERMANENT/SECONDARY F1P2 ZONE 450

FM-G1P1/ERC 8095 (SIERRA FRONT) FOR NATIONAL FIRE DANGER OVERLAY PJCT.

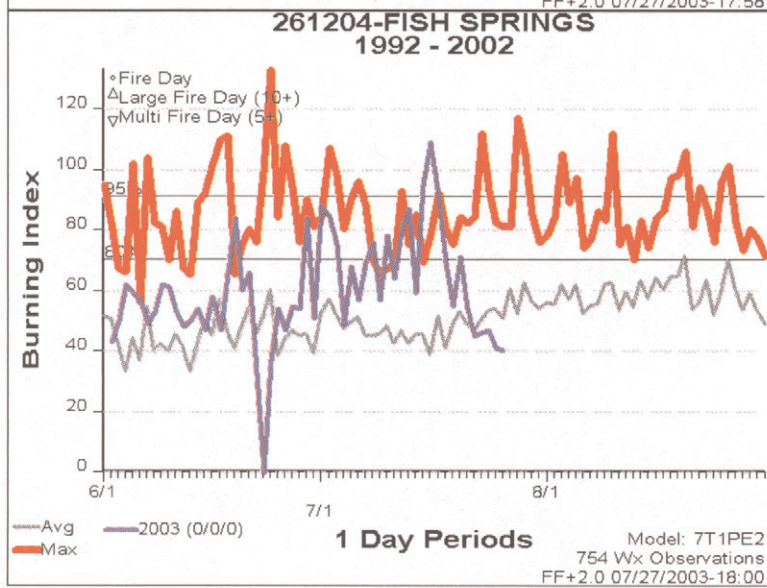
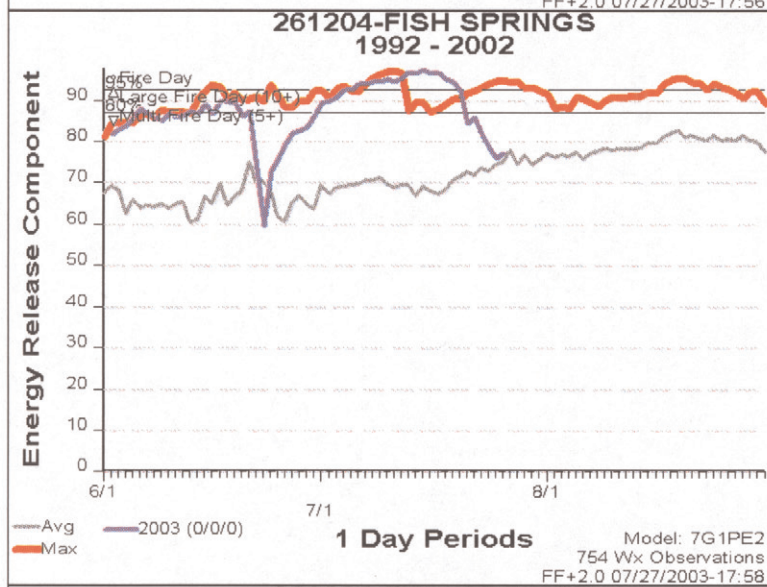
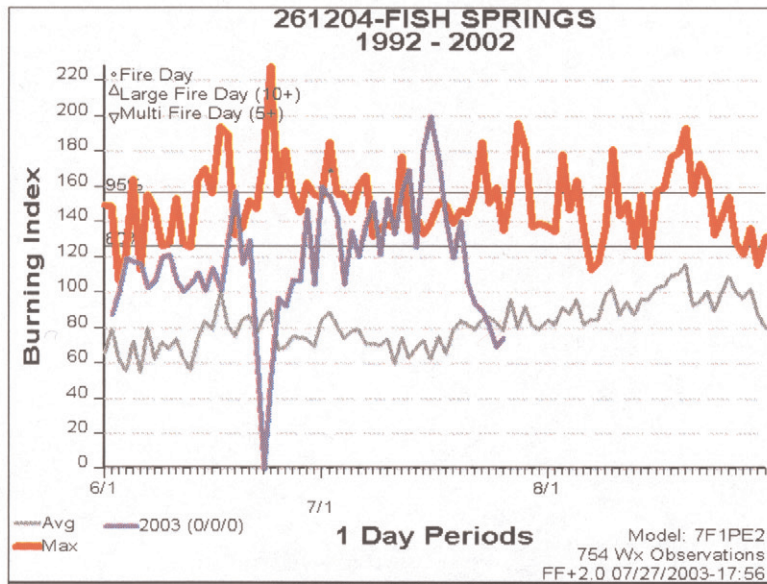
[HF/INTEL/2003]

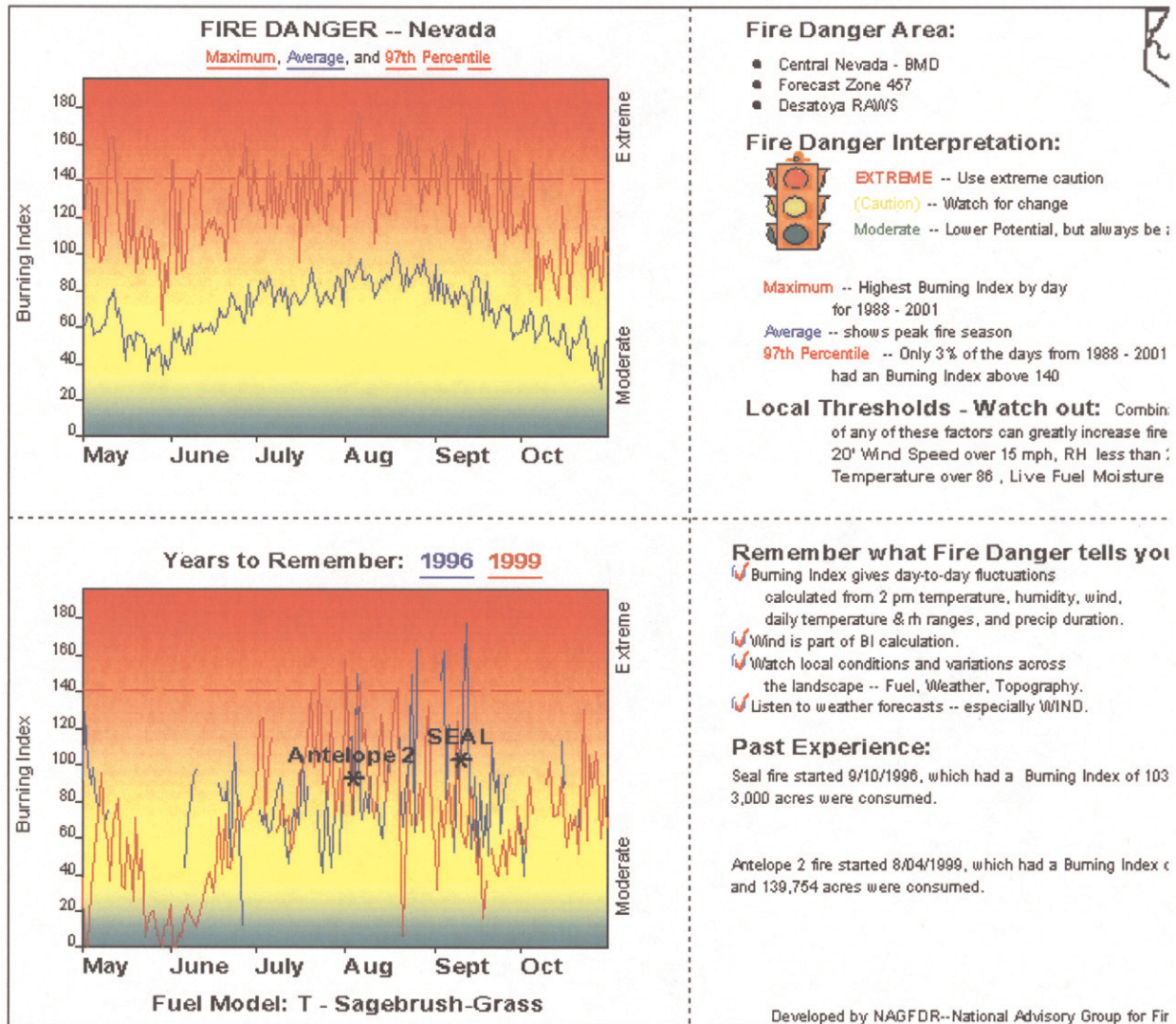
P	** 78 NFDRS Only **	88 S G C	Staffing	Idx	Breakpnts
r	H	Greenup	S l r l	Low	High
i	FM S Herb Date	Date	b p s i	SI DC	SI% Val
1	7F T 30-apr-03	15-apr-03	_ 1 P 2	BI 6	80 115 95 154
2	7G T 15-apr-03	15-mar-03	_ 1 P 2	EC 6	80 82 95 90
3	7T T 30-apr-03	15-apr-03	_ 1 P 2	BI 6	80 71 95 94

FireFamily Plus Frequency Distribution Report  
 Station: 261204 - FISH SPRINGS    Model: 7F1PE2  
**Burning Index**  
 May 1 - September 30, 1992 - 2002  
 80% = 117.00  
 95% = 154.00

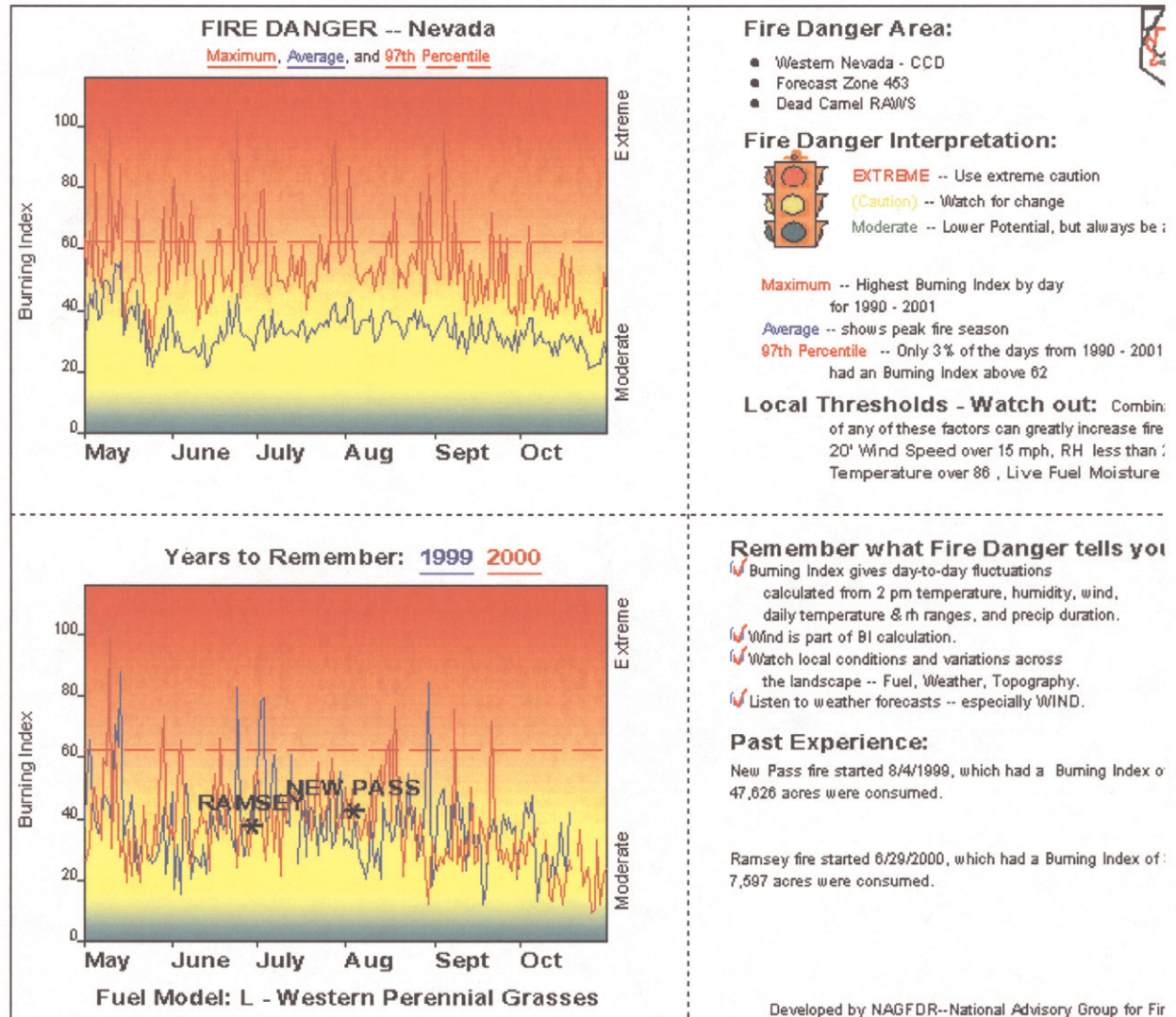
FireFamily Plus Frequency Distribution Report  
 Station: 261204 - FISH SPRINGS    Model: 7G1PE2  
**Energy Release Component**  
 May 1 - September 30, 1992 - 2002  
 80% = 85.24  
 95% = 91.38

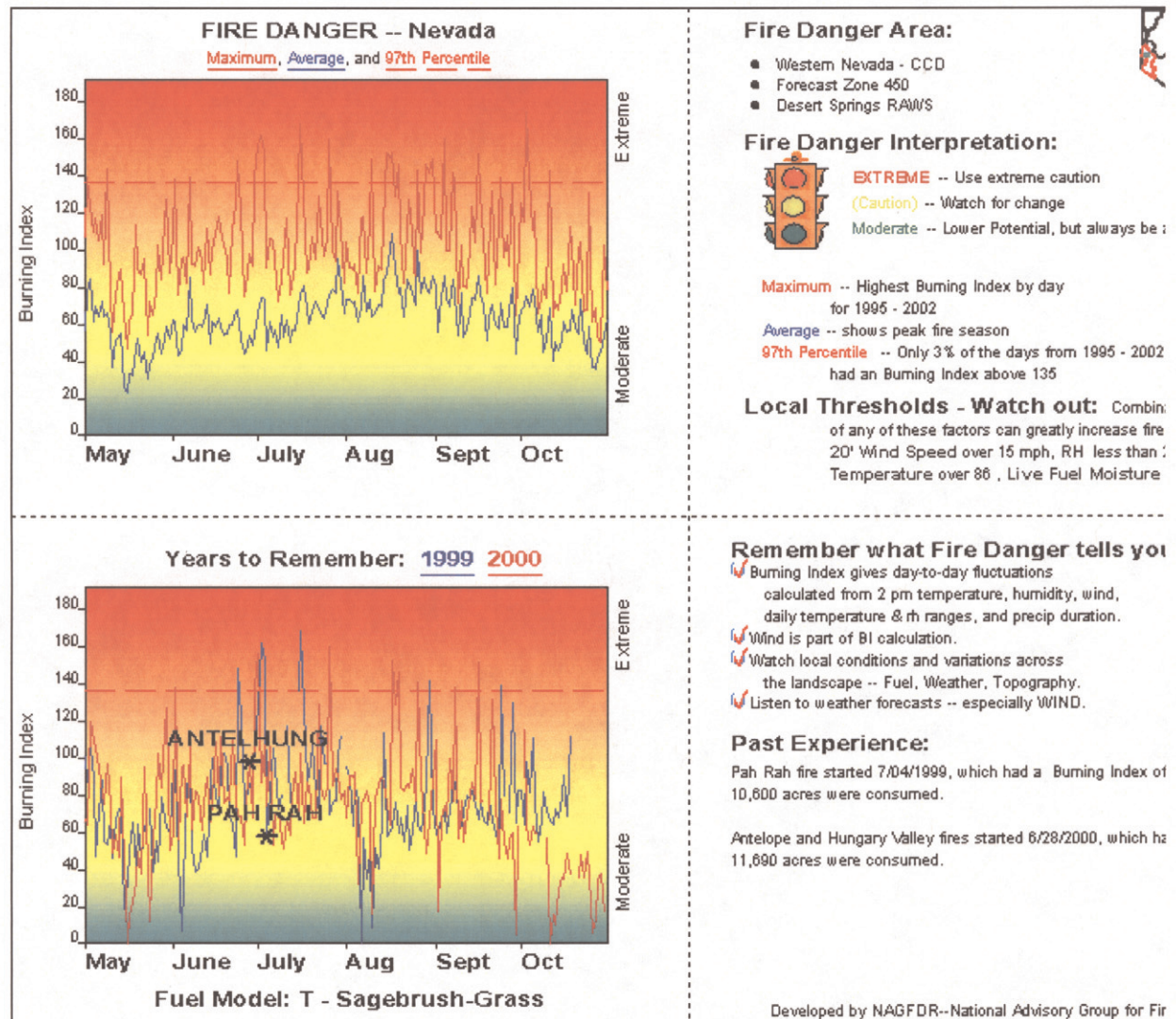
FireFamily Plus Frequency Distribution Report  
 Station: 261204 - FISH SPRINGS    Model: 7T1PE2  
**Burning Index**  
 May 1 - September 30, 1992 - 2002  
 80% = 66.00  
 95% = 87.00

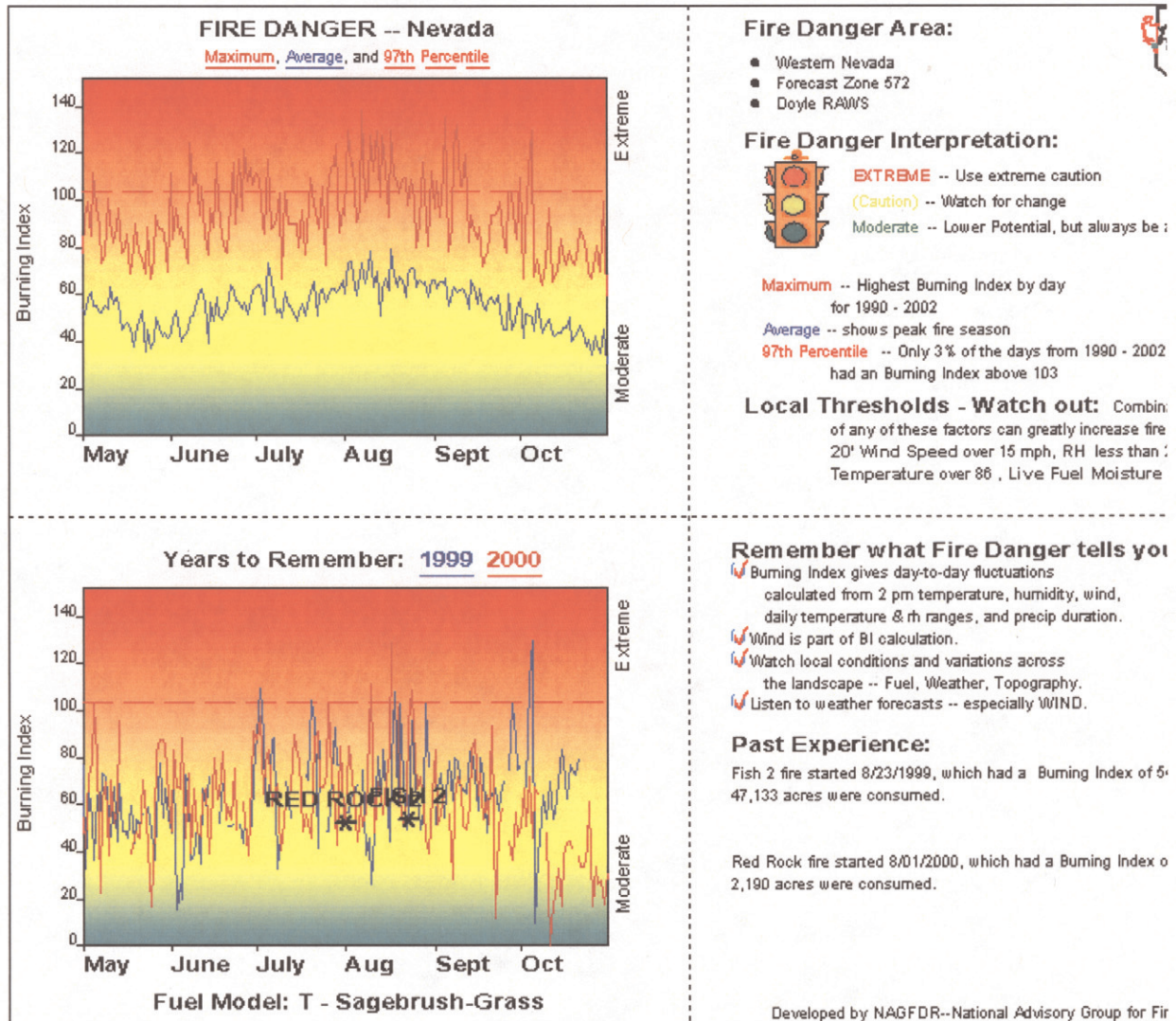


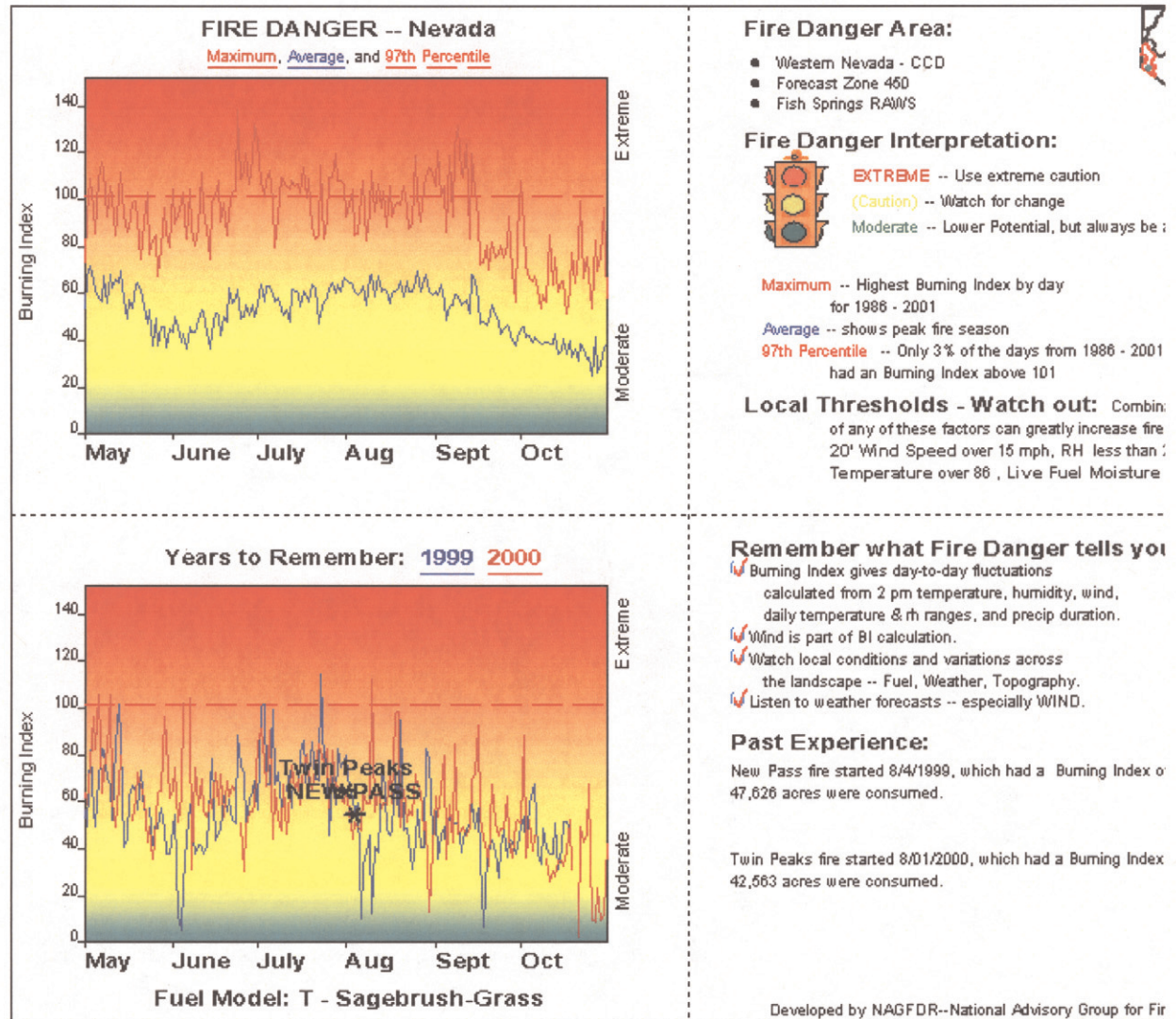


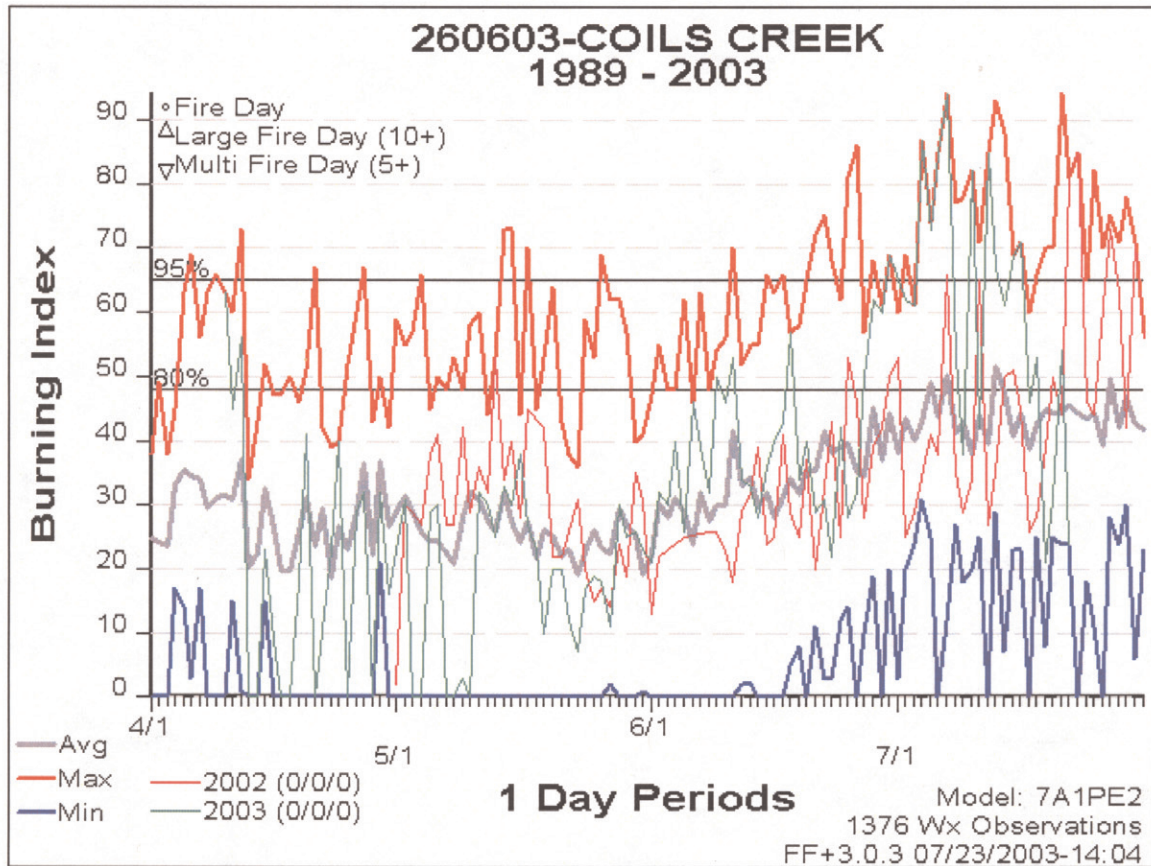
## CARSON CITY



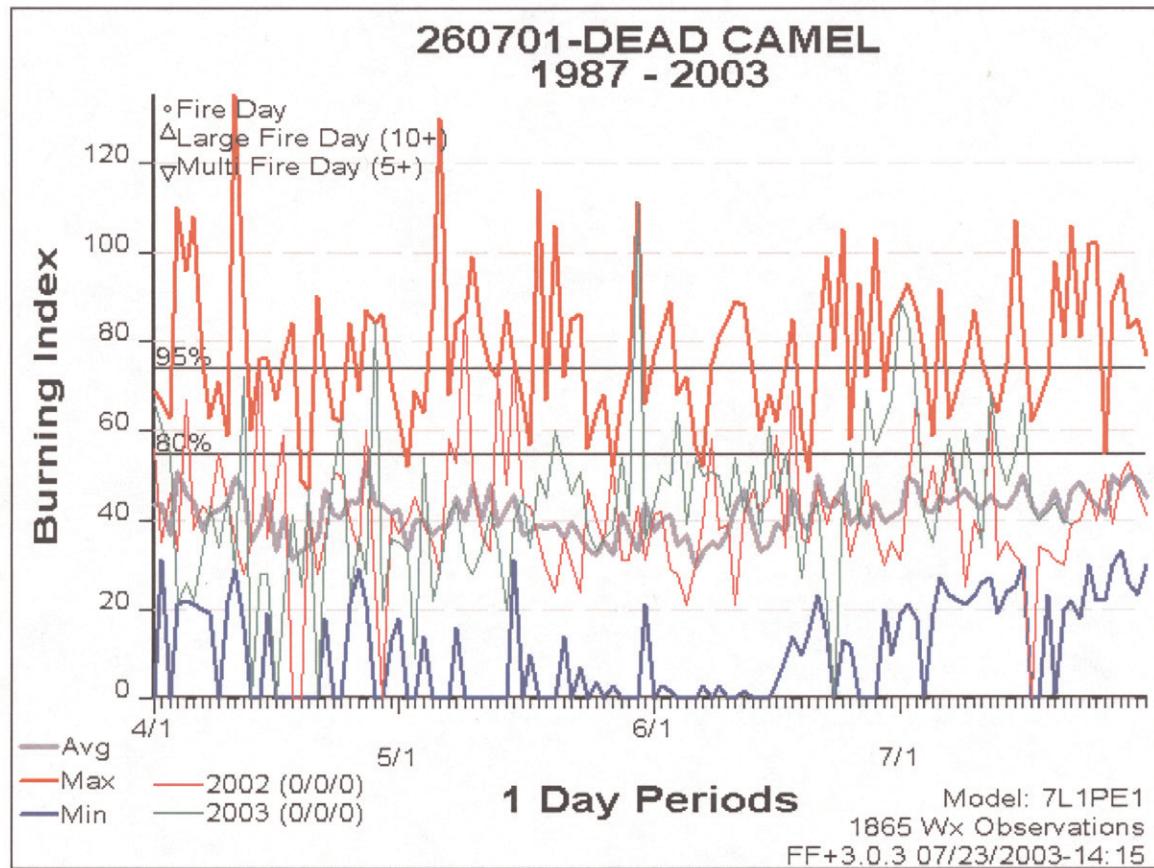


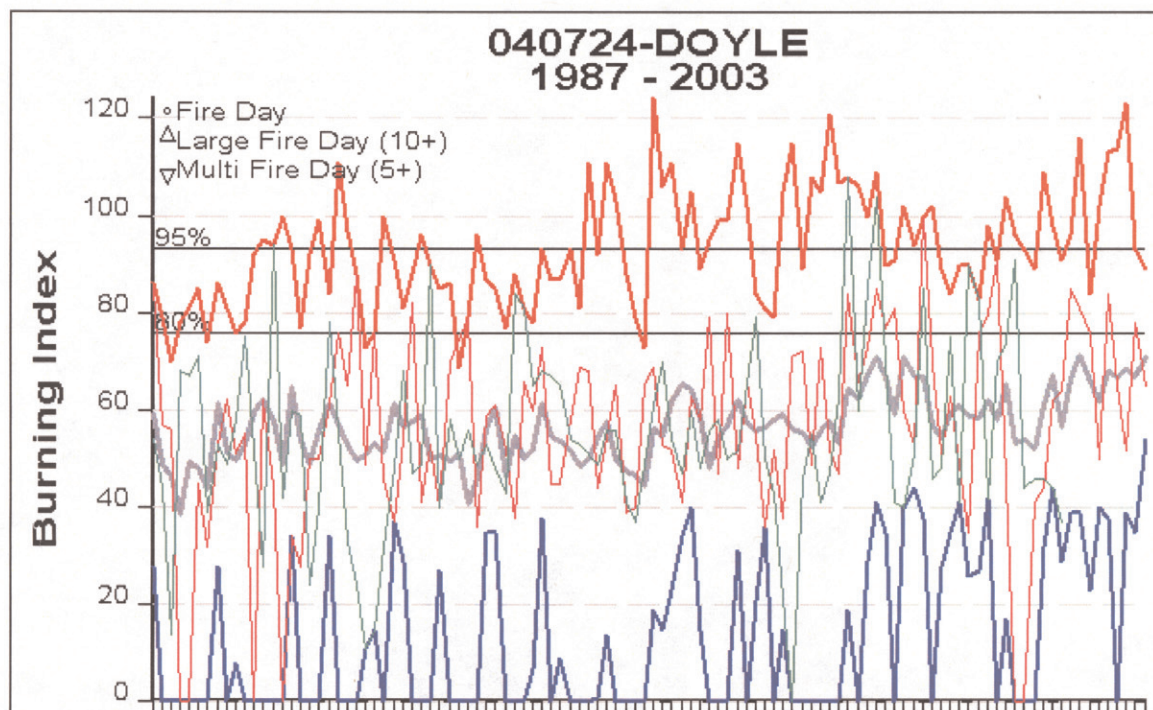
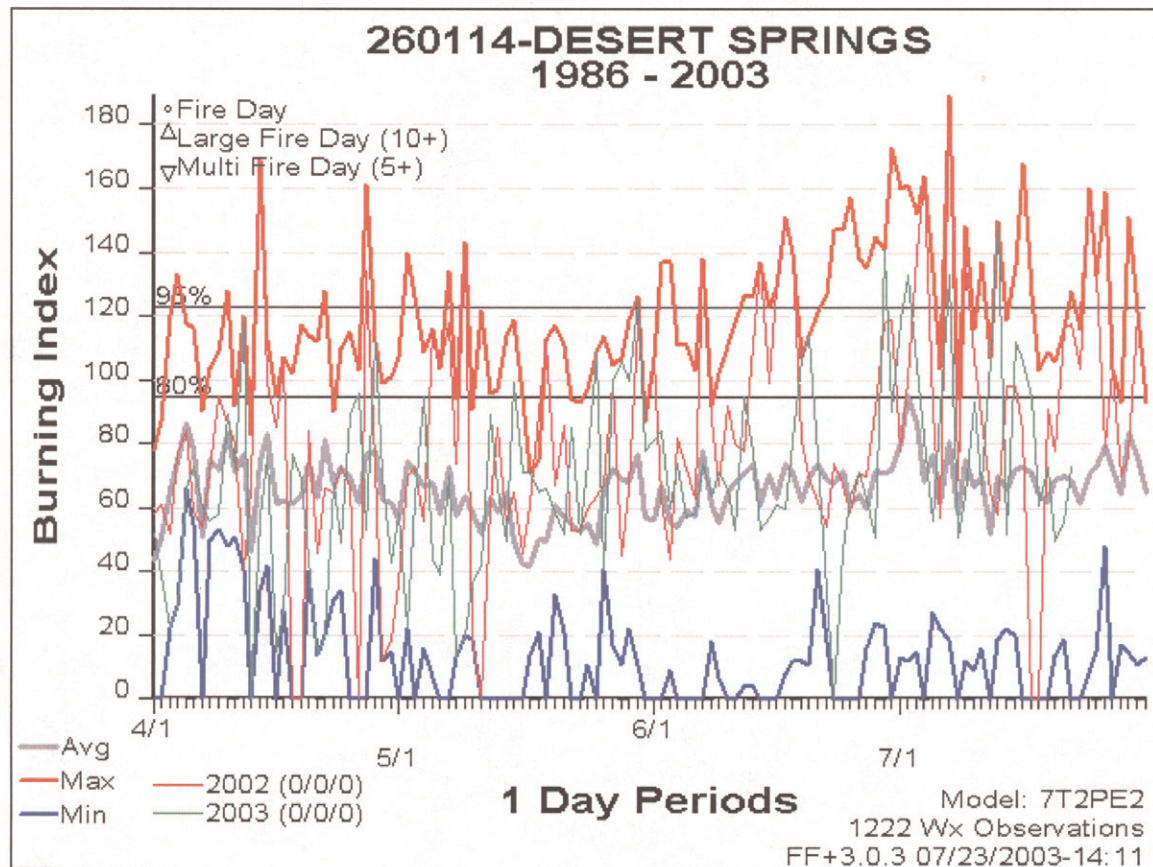


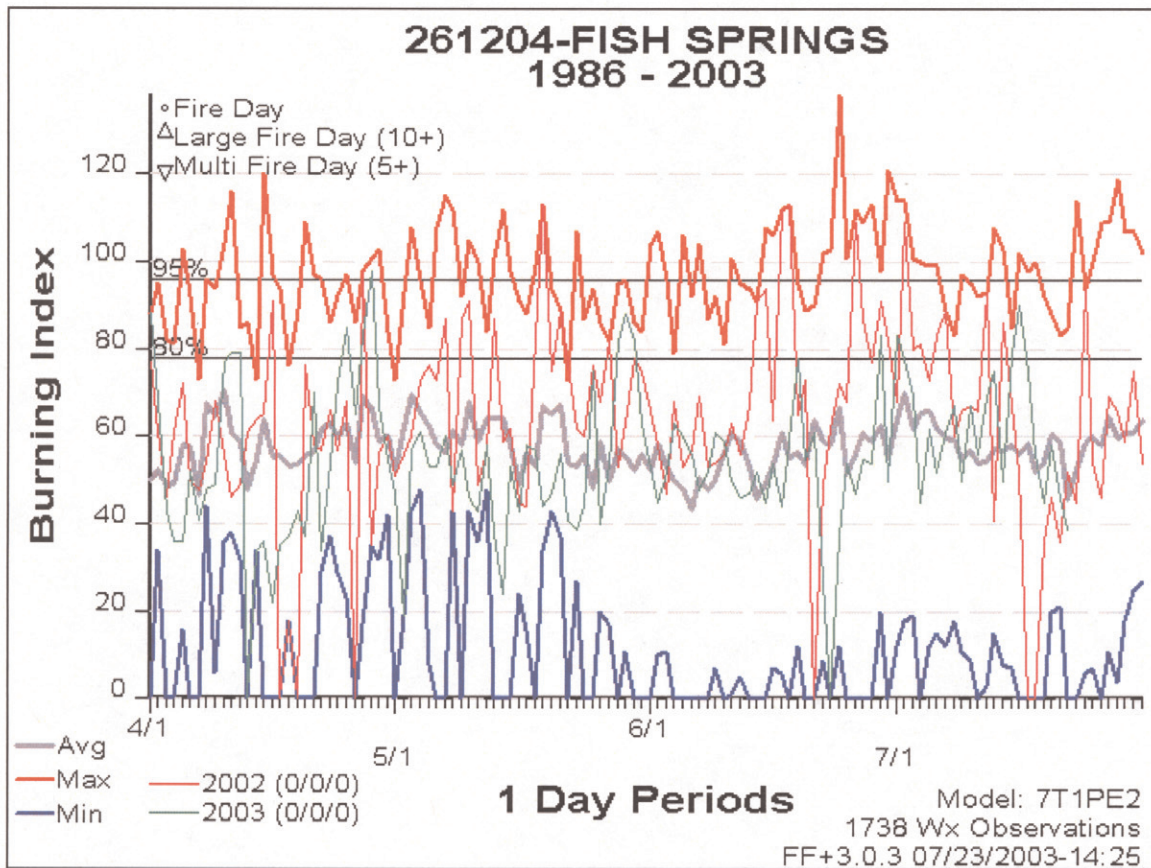
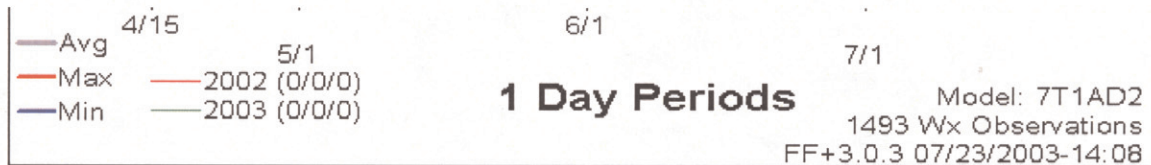
ELKO



**CARSON**







**ELKO**

# PRECIPITATION HISTORY

## REPORT FOR NEVADA

### 2003 FIRE SEASON

#### TWO WEEK REPORTING PERIODS

RECORDING DATES: 01/01/03 - 07/13/03

[GRAPHS](#)

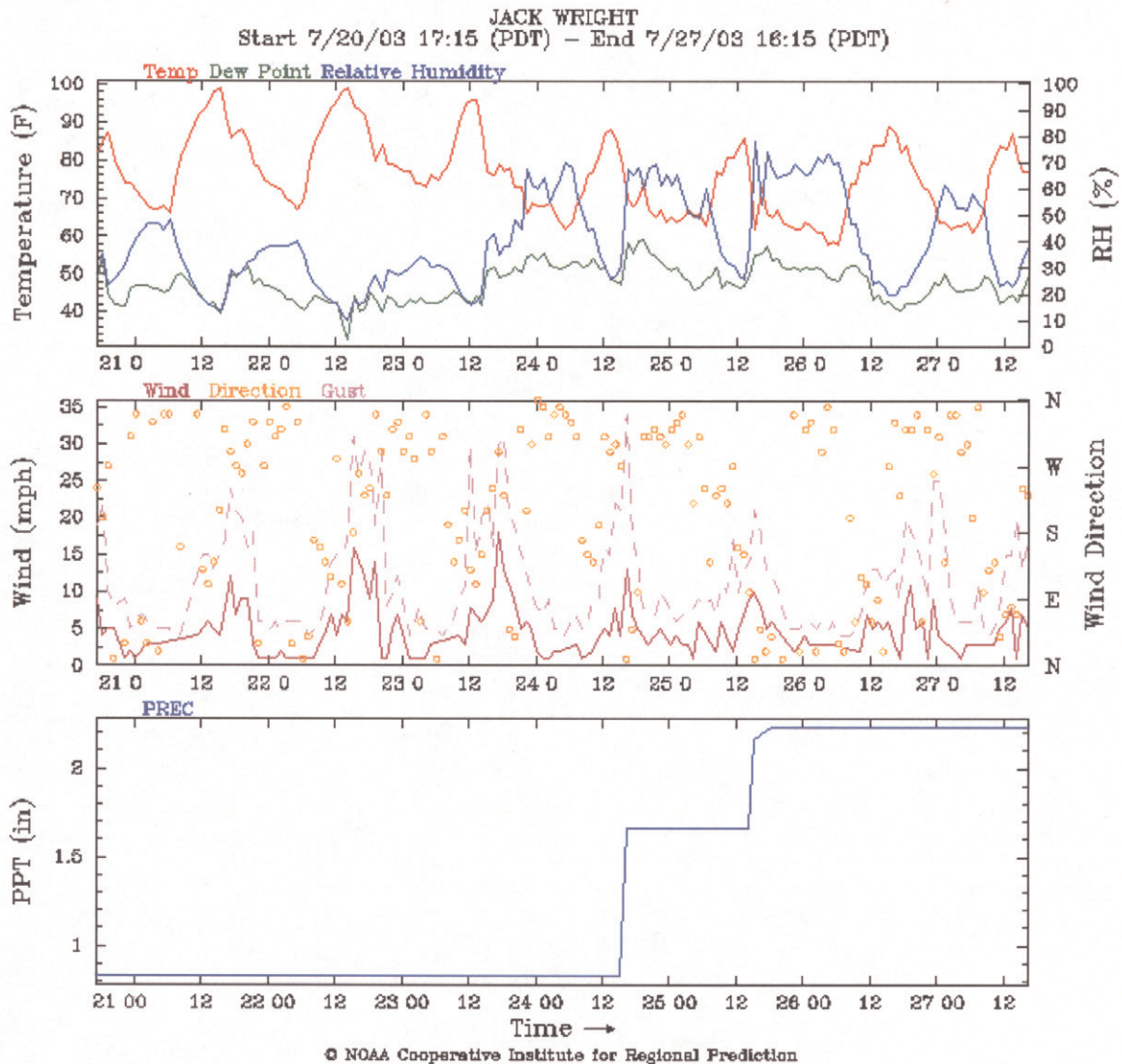
[SITE LOCATIONS](#)

Location	TOTAL PRECIPITATION (IN INCHES) 06/30/03 - 07/13/03	YEAR TOTAL (INCHES) 01/01/03 - 07/13/03
<b>BATTLE MOUNTAIN</b>		
<b><u>STATIONS:</u></b>		
BEACON LIGHT	0.00	0.93
COILS CREEK	0.00	4.54
COMBS CANYON	0.00	2.71
DESATOYA MOUNTAIN	0.00	3.56
ORIENTAL WASH	0.00	2.15
PANCAKE	0.00	3.03
RED BUTTE	0.00	3.15
<b>CARSON CITY</b>		
<b><u>STATIONS:</u></b>		
DOYLE (CA)	0.00	4.04
BRAWLEY PEAKS	0.00	1.06
DEAD CAMEL MOUNTAIN	0.00	1.18
DESERT SPRINGS	0.00	1.75
FISH SPRINGS	0.00	1.97
<b>ELKO</b>		
<b><u>STATIONS:</u></b>		
ANTELOPE LAKE	0.00	3.93
CRANE SPRINGS	0.00	3.71
LONG HOLLOW	0.00	6.11
ROCK SPRINGS CREEK	0.00	2.76
SPRING GULCH	0.00	2.66
SPRUCE MOUNTAIN	0.00	2.63

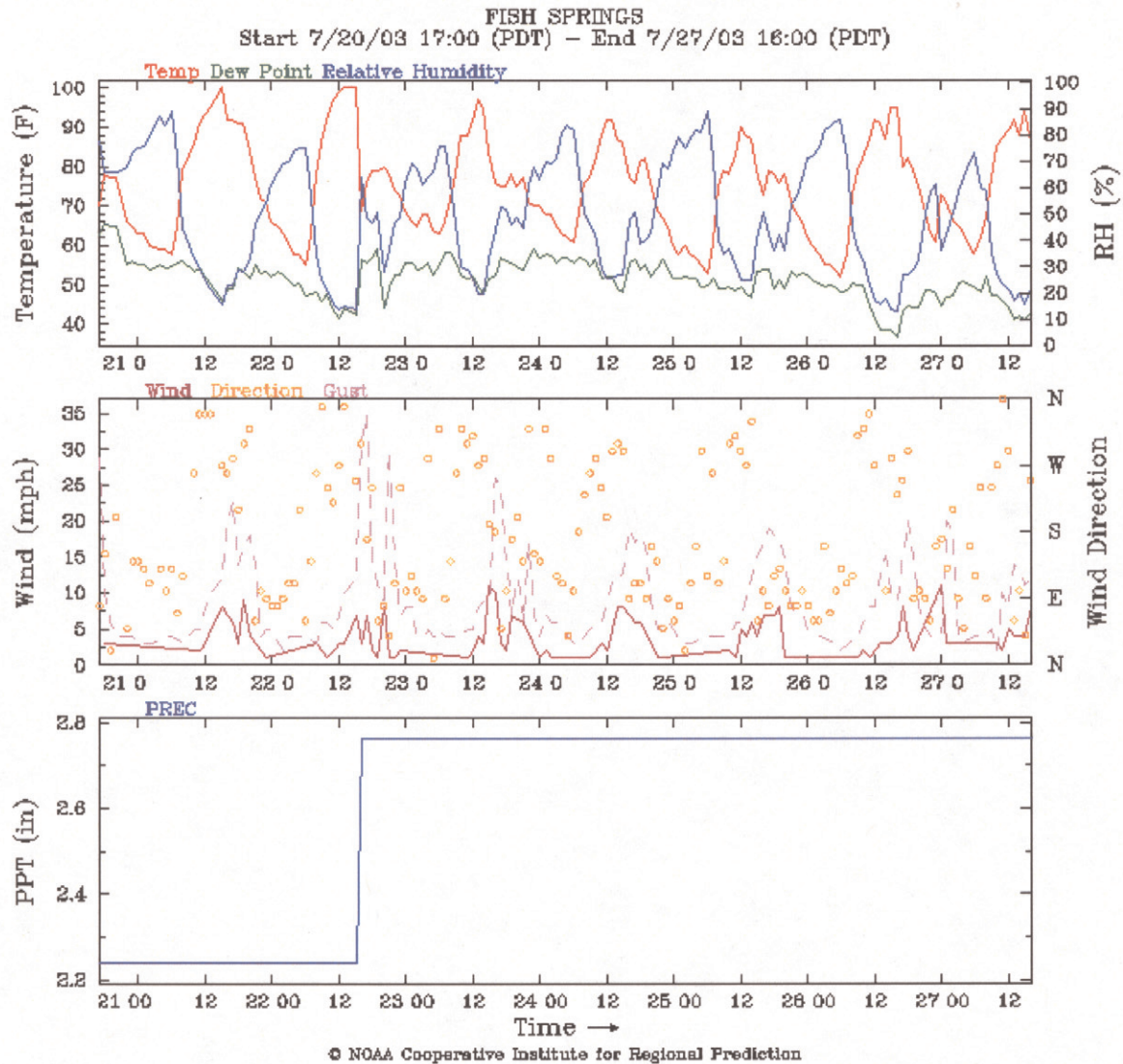
STAG MOUNTAIN	0.00	2.46
<b>ELY</b>		
<b><u>STATIONS:</u></b>		
ALLIGATOR RIDGE	0.00	2.69
CATTLE CAMP	0.00	4.29
CEDAR PASS	0.00	4.79
COYOTE WASH	0.00	4.51
CURRENT CREEK	0.00	3.36
ELY	0.00	4.29
IMMIGRATION WASH	0.00	3.25
KANE SPRINGS	0.00	4.15
MATHERS	0.00	3.55
<b>LAS VEGAS</b>		
<b><u>STATIONS:</u></b>		
KYLE CANYON	0.00	7.17
MOUNTAIN SPRINGS	0.00	5.77
RED ROCK	0.00	3.31
<b>WINNEMUCCA</b>		
<b><u>STATIONS:</u></b>		
BLUEWING MOUNTAIN	0.00	2.55
BUFFALO CREEK	0.00	2.33
DRY CANYON	0.00	2.66
FOX MOUNTAIN	0.00	5.60
MOREY CREEK	0.00	3.17
SIARD	0.00	2.81
TEXAS SPRINGS	0.00	3.58

[LIVE FUEL MOISTURE PROJECT](#) | [LIVE FUEL](#) | [1000-HOUR](#) | [PINYON PINE](#)

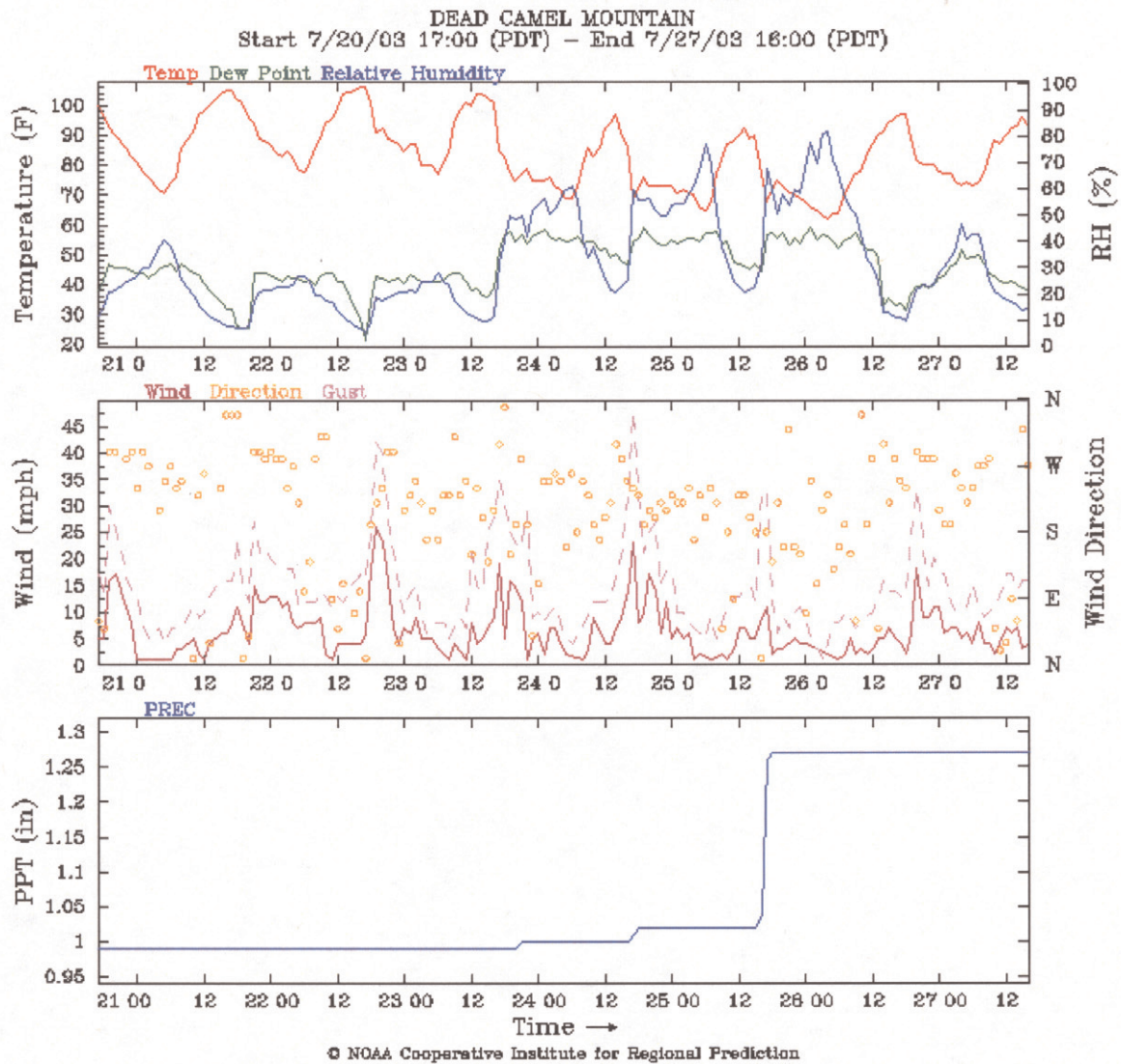
[FIRE BEHAVIOR TACTICS](#) | [SAMPLE SCHEDULE](#) | [SAMPLE SITES](#) | [PRECIPITATION](#)

Select Previous Periods: [12 Hours](#) [24 Hours](#) [2 Days](#) [5 Days](#) [7 Days](#) [10 Days](#) [30 Days](#)[MesoWest](#) [Department of Meteorology](#)

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# Memo

**To:** American Flats Burn-over Investigation Team  
**From:** Mark Darragh  
**CC:**  
**Date:** 7/27/2003  
**Re:** Training Records

---

To Whom It May Concern:

I, Mark Darragh, Training Officer for Central Lyon County Fire District certify that Patricia Allander successfully completed all wildland training per the attached records. This training included testing for both cognitive and didactic abilities. Patricia also completed the CLCFD pack test for the 2003 season.



## CLCFPD

## Activity &amp; Training Hours/Points Detail

Staff ID = "203"

"

203 ALLANDER, PATRICIA E

Date	T/A	Type	Code	Hours	Hours Paid	Points
	A	F	04 INVESTIGATION ONLY	0.45	0.45	0.00
7/4/1998	A	F	02 STAND BY	4.00	4.00	0.00
7/19/1998	A	F	09 CANCELLED	2.00	2.00	0.00
8/3/1998	A	F	03 HAZ MAT	0.67	0.67	0.00
8/7/1998	A	F	05 MEDICAL ASSIST	0.50	0.50	0.00
8/8/1998	A	F	03 HAZ MAT	3.45	3.45	0.00
8/14/1998	A	F	09 CANCELLED	0.33	0.33	0.00
8/30/1998	A	F	05 MEDICAL ASSIST	1.00	1.00	0.00
9/8/1998	A	F	05 MEDICAL ASSIST	0.83	0.83	0.00
9/26/1998	A	F	02 STAND BY	4.00	4.00	0.00
9/27/1998	A	F	02 STAND BY	9.00	9.00	0.00
10/2/1998	A	F	09 CANCELLED	0.50	0.50	0.00
10/3/1998	A	F	05 MEDICAL ASSIST	2.50	2.50	0.00
11/1/1998	A	F	03 HAZ MAT	2.05	2.05	0.00
11/3/1998	A	F	04 INVESTIGATION ONLY	0.35	0.35	0.00
11/25/1998	A	F	05 MEDICAL ASSIST	1.50	1.50	0.00
12/29/1998	A	F	05 MEDICAL ASSIST	1.50	1.50	0.00
1/12/1999	A	F	05 MEDICAL ASSIST	0.50	0.50	0.00
1/12/1999	T	F	21.4 Drafting	4.00	0.00	0.00
1/12/1999	T	F	9.3 Alternate Water Supplies	3.00	3.00	0.00
1/17/1999	A	F	05 MEDICAL ASSIST	1.52	1.52	0.00
1/24/1999	A	M	05 MEDICAL ASSIST	1.50	1.50	0.00
2/13/1999	T	F	25.1 I.C.S.	8.00	0.00	0.00
2/15/1999	T	FMO	25.1 I.C.S.	6.00	0.00	0.00
2/20/1999	A	F	05 MEDICAL ASSIST	1.00	1.00	0.00
2/27/1999	A	O	04 INVESTIGATION ONLY	0.50	0.50	0.00
3/8/1999	A	M	05 MEDICAL ASSIST	0.75	0.75	0.00
3/8/1999	A	M	05 MEDICAL ASSIST	0.88	0.88	0.00
3/9/1999	T	FM	5.3 Vehicle Extrication	3.00	0.00	0.00
3/27/1999	A	F	03 HAZ MAT	2.32	2.32	0.00
3/27/1999	A	F	03 HAZ MAT	2.49	2.49	0.00
3/27/1999	T	FM	32.6 Extrication	5.00	0.00	0.00
4/15/1999	T	F	12.1 Suppressing Class-A Fires	2.00	0.00	0.00
5/19/1999	T	F	22.8 Other	2.00	0.00	0.00
6/8/1999	T	F	22.3 Shelters	3.00	0.00	0.00
1/19/2000	T	F	7.4 Positive Pressure	1.00	0.00	0.00
2/24/2000	T	F	8.6 Other	3.00	0.00	0.00
3/22/2000	T	F	15.8 Building construction	2.00	0.00	0.00
4/18/2000	T	F	21.16 Pressures	2.00	0.00	0.00

T/A: T=Training, A=Activity

Types: F=Fire, M=EMS/Medical, R=Rescue, O=Other

7/27/2003 05:16

Page 1



# Activity & Training Hours/Points Detail

Staff ID = "203"

203 ALLANDER, PATRICIA E

Date	T/A	Type	Code	Hours	Hours Paid	Points
6/28/2000	A	F	04 INVESTIGATION ONLY	0.63	0.63	0.00
7/2/2000	A	F	01 EXTINGUISHMENT	4.00	4.00	0.00
7/30/2000	A	F	03 HAZ MAT	3.37	3.37	0.00
10/28/2000	A	M	11 SEARCH AND RESCUE	0.90	0.90	0.00
11/18/2000	T	M	32.4 CPR	3.00	0.00	0.00
11/26/2000	A	F	09 CANCELLED	0.37	0.37	0.00
11/29/2000	T	O	21.14 Hydraulics	2.50	0.00	0.00
1/6/2001	A	F	01 EXTINGUISHMENT	5.00	5.00	0.00
1/18/2001	T	F	21.1 Engine-Structure	3.00	0.00	0.00
2/21/2001	T	F	5.6 Techniques	2.00	0.00	0.00
3/21/2001	T	O	23.3 Operational	20.00	0.00	0.00
4/26/2001	T	F	22.8 Other	2.00	0.00	0.00
4/30/2001	T	F	1.8 Firefighter 1	0.00	0.00	0.00
5/12/2001	A	F	09 CANCELLED	0.82	0.82	0.00
6/16/2001	A	F	01 EXTINGUISHMENT	1.52	1.52	0.00
6/17/2001	A	F	04 INVESTIGATION ONLY	0.20	0.20	0.00
6/21/2001	T	O	5.5 Auto Extrication	3.00	0.00	0.00
6/22/2001	T	O	24.7 Recruitment and Retention	3.00	0.00	0.00
11/17/2001	T	MR	46 MCI Training	6.00	0.00	0.00
1/14/2002	A	F	01 EXTINGUISHMENT	2.50	2.50	0.00
1/28/2002	T	F	31.2 Equipment Maintenance NOS	2.00	0.00	0.00
2/10/2002	T	F	5.7 Search and Rescue	8.00	0.00	0.00
2/25/2002	T	F	21.1 Engine-Structure	2.00	0.00	0.00
4/7/2002	A	M	05 MEDICAL ASSIST	1.10	1.10	0.00
5/14/2002	A	F	01 EXTINGUISHMENT	3.12	3.12	0.00
5/20/2002	T	F	21.11 Hydrant	3.00	0.00	0.00
5/30/2002	T	F	22.9 Red Card	12.00	0.00	0.00
5/31/2002	A	O	04 INVESTIGATION ONLY	0.52	0.52	0.00
6/1/2002	A	M	MX Medical At Scene	0.78	0.78	0.00
6/1/2002	T	F	23.0 Wildland Refresher	16.00	0.00	0.00
6/8/2002	A	F	01 EXTINGUISHMENT	3.95	3.95	0.00
6/12/2002	A	F	09 CANCELLED	3.17	3.17	0.00
6/17/2002	A	M	09 CANCELLED	0.17	0.17	0.00
6/20/2002	T	O	29.7 Annual Conferences	3.00	0.00	3.00
6/25/2002	A	F	01 EXTINGUISHMENT	2.25	2.25	0.00
6/26/2002	T	F	22.9 Red Card	1.00	0.00	0.00
7/8/2002	T	O	18.14 Other	3.00	0.00	0.00
7/10/2002	A	F	01 EXTINGUISHMENT	4.55	4.55	0.00
7/10/2002	A	O	04 INVESTIGATION ONLY	0.33	0.33	0.00

T/A: T=Training, A=Activity

Types: F=Fire, M=EMS/Medical, R=Rescue, O=Other

7/27/2003 05:16

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## CLCFPD

## Activity &amp; Training Hours/Points Detail

Staff ID = "203"

"

203 ALLANDER, PATRICIA E

Date	T/A	Type	Code	Hours	Hours Paid	Points
7/13/2002	A	F	02 STAND BY	3.05	3.05	0.00
7/13/2002	A	F	01 EXTINGUISHMENT	1.97	1.97	0.00
7/15/2002	A	F	01 EXTINGUISHMENT	16.00	16.00	0.00
7/22/2002	T	R	4.1 Knots	2.00	0.00	0.00
8/1/2002	A	F	01 EXTINGUISHMENT	15.53	15.53	0.00
8/19/2002	T	F	21.16 Pressures	3.50	0.00	0.00
8/23/2002	T	F	3.4 SCBA	4.00	4.00	0.00
9/7/2002	A	F	01 EXTINGUISHMENT	2.58	2.58	0.00
10/19/2002	T	F	23.9 Operations Refresher	8.00	0.00	0.00
11/4/2002	A	M	04 INVESTIGATION ONLY	0.48	0.48	0.00
11/23/2002	T	F	3.4 SCBA	3.00	3.00	0.00
1/18/2003	A	F	04 INVESTIGATION ONLY	1.07	1.07	0.00
3/6/2003	T	O	29.9 Planning	3.00	3.00	0.00
3/8/2003	A	F	01 EXTINGUISHMENT	1.15	1.15	0.00
3/10/2003	A	O	04 INVESTIGATION ONLY	1.62	1.62	0.00
3/17/2003	A	O	04 INVESTIGATION ONLY	0.95	0.95	0.00
3/17/2003	T	F	3.4 SCBA	3.00	3.00	0.00
4/12/2003	T	F	22.9 Red Card	8.00	0.00	0.00
4/13/2003	T	F	22.9 Red Card	8.00	8.00	0.00
4/27/2003	T	O	24.2 Human Resources	4.00	4.00	0.00
5/17/2003	A	M	09 CANCELLED	0.12	0.12	0.00
5/31/2003	A	F	01 EXTINGUISHMENT	4.33	4.33	0.00
6/2/2003	A	R	02 STAND BY	6.65	6.65	0.00
6/8/2003	A	F	09 CANCELLED	1.33	1.33	0.00
6/8/2003	A	O	02 STAND BY	2.02	2.02	0.00
6/16/2003	T	R	5.5 Auto Extrication	3.00	3.00	0.00
6/17/2003	T	F	22.1 Pack Test	1.00	0.00	0.00
6/18/2003	A	O	02 STAND BY	3.27	3.27	0.00
7/3/2003	A	F	01 EXTINGUISHMENT	2.20	2.20	0.00
7/4/2003	A	O	02 STAND BY	4.50	4.50	0.00
7/17/2003	T	R	5.4 Special Rescue Situations	16.00	0.00	0.00
7/23/2003	A	O	04 INVESTIGATION ONLY	0.77	0.77	0.00
7/23/2003	A	O	02 STAND BY	1.17	1.17	0.00
Totals for Staff Member:				361.10	187.10	3.00

T/A: T=Training, A=Activity

Types: F=Fire, M=EMS/Medical, R=Rescue, O=Other

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## CLCFPD

## Training Attendance by Staff

Staff ID = "203                      " and Training Category  
Between "22.0                      " And "23.0                      "

Date	Time	Category - Class Description	CEU	Hours	Hrs Pd	Points	Obj
<b>203 ALLANDER, PATRICIA E</b>							
5/19/1999	19:00	22.8 Other - WILDLAND FIREFIGHTING VIDEOS	2	2.00	0.00	0.00	Y
6/8/1999	19:00	22.3 Shelters - WILDLAND REFRESHER	3	3.00	0.00	0.00	Y
4/26/2001	18:30	22.8 Other - WILDLAND REFRESHER		2.00	0.00	0.00	Y
5/30/2002		22.9 Red Card		12.00	0.00	0.00	N
6/1/2002		23.0 Wildland Refresher		16.00	0.00	0.00	N
6/26/2002		22.9 Red Card		1.00	0.00	0.00	N
4/12/2003	08:00	22.9 Red Card		8.00	0.00	0.00	N
4/13/2003	08:00	22.9 Red Card		8.00	8.00	0.00	N
6/17/2003		22.1 Pack Test		1.00	0.00	0.00	N
<b>Totals for Staff Member:</b>				<b>53.00</b>	<b>8.00</b>	<b>0.00</b>	

\*=Unexcused Absence    X=Excused Absence

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# Memo

**To:** American Flats Burn-over Investigation Team

**From:** Mark Darragh

**CC:**

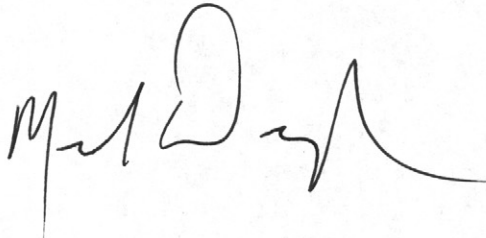
**Date:** 7/27/2003

**Re:** Training Records

---

To Whom It May Concern:

I, Mark Darragh, Training Officer for Central Lyon County Fire District certify that Kip Allander successfully completed all wildland training per the attached records. This training included testing for both cognitive and didactic abilities. Kip also completed the CLCFD pack test for the 2003 season.



## CLCFPD

## Training Attendance by Staff

Staff ID = "202                      " and Training Category  
Between "22.0                      " And "23.0                      "

Date	Time	Category - Class Description	CEU	Hours	Hrs Pd	Points	Obj?
<b>202 ALLANDER, KIP K</b>							
5/19/1999	19:00	22.8 Other - WILDLAND FIREFIGHTING VIDEOS	2	2.00	0.00	0.00	Y
6/8/1999	19:00	22.3 Shelters - WILDLAND REFRESHER	3	3.00	0.00	0.00	Y
7/6/2001		22.9 Red Card - ADVANCED WILDLAND		12.00	0.00	0.00	Y
5/30/2002		22.9 Red Card		12.00	0.00	0.00	N
6/1/2002		23.0 Wildland Refresher		16.00	0.00	0.00	N
6/26/2002		22.9 Red Card		1.00	0.00	0.00	N
4/12/2003	08:00	22.9 Red Card		8.00	0.00	0.00	N
4/13/2003	08:00	22.9 Red Card		8.00	8.00	0.00	N
4/26/2003	08:00	22.0 Engine Boss		9.00	9.00	0.00	N
6/17/2003		22.1 Pack Test		1.00	0.00	0.00	N
<b>Totals for Staff Member:</b>				<b>72.00</b>	<b>17.00</b>	<b>0.00</b>	

\*=Unexcused Absence    X=Excused Absence

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## CLCFPD

## Activity &amp; Training Hours/Points Detail

Staff ID = "202"

"

202 ALLANDER, KIP K

Date	T/A	Type	Code	Hours	Hours Paid	Points
	A	F	04 INVESTIGATION ONLY	0.45	0.45	0.00
7/4/1998	A	F	02 STAND BY	4.00	4.00	0.00
7/19/1998	A	F	09 CANCELLED	2.00	2.00	0.00
7/23/1998	A	F	08 REMOVE HAZARD	0.50	0.50	0.00
8/3/1998	A	F	03 HAZ MAT	0.67	0.67	0.00
8/7/1998	A	F	05 MEDICAL ASSIST	0.50	0.50	0.00
8/8/1998	A	F	03 HAZ MAT	3.45	3.45	0.00
8/30/1998	A	F	05 MEDICAL ASSIST	1.00	1.00	0.00
9/8/1998	A	F	05 MEDICAL ASSIST	0.83	0.83	0.00
9/26/1998	A	F	02 STAND BY	4.00	4.00	0.00
9/27/1998	A	F	02 STAND BY	9.00	9.00	0.00
10/2/1998	A	F	09 CANCELLED	0.50	0.50	0.00
10/3/1998	A	F	05 MEDICAL ASSIST	2.50	2.50	0.00
10/6/1998	A	F	04 INVESTIGATION ONLY	1.00	1.00	0.00
10/8/1998	A	F	08 REMOVE HAZARD	3.00	3.00	0.00
10/9/1998	A	F	01 EXTINGUISHMENT	1.00	1.00	0.00
10/9/1998	A	F	02 STAND BY	0.08	0.08	0.00
10/24/1998	A	F	11 SEARCH AND RESCUE	1.00	1.00	0.00
11/1/1998	A	F	03 HAZ MAT	2.05	2.05	0.00
11/3/1998	A	F	04 INVESTIGATION ONLY	0.35	0.35	0.00
11/11/1998	A	F	04 INVESTIGATION ONLY	0.50	0.50	0.00
11/25/1998	A	F	05 MEDICAL ASSIST	1.50	1.50	0.00
12/29/1998	A	F	05 MEDICAL ASSIST	1.50	1.50	0.00
1/12/1999	A	F	05 MEDICAL ASSIST	0.50	0.50	0.00
1/12/1999	T	F	21.4 Drafting	4.00	0.00	0.00
1/12/1999	T	F	9.3 Alternate Water Supplies	3.00	3.00	0.00
1/13/1999	A	F	03 HAZ MAT	1.00	1.00	0.00
1/13/1999	A	F	01 EXTINGUISHMENT	1.10	1.10	0.00
1/17/1999	A	F	05 MEDICAL ASSIST	1.52	1.52	0.00
1/24/1999	A	M	05 MEDICAL ASSIST	1.50	1.50	0.00
2/4/1999	A	F	04 INVESTIGATION ONLY	0.17	0.17	0.00
2/13/1999	T	F	25.1 I.C.S.	8.00	0.00	0.00
2/15/1999	T	FMO	25.1 I.C.S.	6.00	0.00	0.00
2/20/1999	A	F	05 MEDICAL ASSIST	1.00	1.00	0.00
2/24/1999	A	F	03 HAZ MAT	6.88	6.88	0.00
2/27/1999	A	O	04 INVESTIGATION ONLY	0.50	0.50	0.00
3/8/1999	A	M	05 MEDICAL ASSIST	0.88	0.88	0.00
3/9/1999	A	M	05 MEDICAL ASSIST	2.33	2.33	0.00
3/9/1999	A	M	05 MEDICAL ASSIST	2.33	2.33	0.00

T/A: T=Training, A=Activity

Types: F=Fire, M=EMS/Medical, R=Rescue, O=Other

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## CLCFPD

## Activity &amp; Training Hours/Points Detail

Staff ID = "202"

"

202 ALLANDER, KIP K

Date	T/A	Type	Code	Hours	Hours Paid	Points
3/9/1999	A	M	12 MEDICAL TRANSPORT	2.33	2.33	0.00
3/9/1999	T	FM	5.3 Vehicle Extrication	3.00	0.00	0.00
3/27/1999	A	F	03 HAZ MAT	2.32	2.32	0.00
3/27/1999	T	FM	32.6 Extrication	5.00	0.00	0.00
4/15/1999	T	F	12.1 Suppressing Class-A Fires	2.00	0.00	0.00
5/9/1999	A	F	03 HAZ MAT	4.30	4.30	0.00
5/19/1999	T	F	22.8 Other	2.00	0.00	0.00
6/8/1999	T	F	22.3 Shelters	3.00	0.00	0.00
6/18/1999	A	F	01 EXTINGUISHMENT	14.13	14.13	0.00
7/3/1999	A	F	04 INVESTIGATION ONLY	1.72	1.72	0.00
7/4/1999	A	F	02 STAND BY	5.00	5.00	0.00
7/6/1999	A	F	01 EXTINGUISHMENT	1.45	1.45	0.00
7/7/1999	A	F	01 EXTINGUISHMENT	4.78	4.78	0.00
7/7/1999	A	F	01 EXTINGUISHMENT	3.18	3.18	0.00
7/10/1999	A	F	01 EXTINGUISHMENT	2.48	2.48	0.00
7/17/1999	A	F	01 EXTINGUISHMENT	2.00	2.00	0.00
8/2/1999	A	F	04 INVESTIGATION ONLY	1.00	1.00	0.00
8/14/1999	A	F	09 CANCELLED	0.50	0.50	0.00
8/22/1999	A	F	04 INVESTIGATION ONLY	0.80	0.80	0.00
8/23/1999	A	F	04 INVESTIGATION ONLY	0.25	0.25	0.00
9/15/1999	T	F	21.7 Hose Lays	3.00	0.00	0.00
9/18/1999	A	F	04 INVESTIGATION ONLY	0.95	0.95	0.00
10/9/1999	A	F	04 INVESTIGATION ONLY	0.30	0.30	0.00
10/9/1999	A	F	04 INVESTIGATION ONLY	0.33	0.33	0.00
10/10/1999	A	F	01 EXTINGUISHMENT	0.32	0.32	0.00
10/12/1999	A	F	04 INVESTIGATION ONLY	0.18	0.18	0.00
10/14/1999	A	F	04 INVESTIGATION ONLY	0.77	0.77	0.00
10/19/1999	A	F	04 INVESTIGATION ONLY	0.38	0.38	0.00
10/24/1999	A	F	04 INVESTIGATION ONLY	0.18	0.18	0.00
10/27/1999	A	F	01 EXTINGUISHMENT	11.67	11.67	0.00
11/21/1999	A	F	01 EXTINGUISHMENT	1.00	1.00	0.00
11/29/1999	A	F	01 EXTINGUISHMENT	5.48	5.48	0.00
12/6/1999	A	F	01 EXTINGUISHMENT	2.25	2.25	0.00
12/16/1999	A	M	12 MEDICAL TRANSPORT	0.00	0.00	0.00
12/17/1999	A	F	01 EXTINGUISHMENT	5.90	5.90	0.00
1/3/2000	A	F	04 INVESTIGATION ONLY	0.35	0.35	0.00
1/12/2000	A	F	01 EXTINGUISHMENT	2.07	2.07	0.00
1/27/2000	A	F	01 EXTINGUISHMENT	3.17	3.17	0.00
1/30/2000	A	F	01 EXTINGUISHMENT	0.82	0.82	0.00

T/A: T=Training, A=Activity

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## CLCFPD

## Activity &amp; Training Hours/Points Detail

Staff ID = "202"

"

202 ALLANDER, KIP K

Date	T/A	Type	Code	Hours	Hours Paid	Points
2/6/2000	A	F	04 INVESTIGATION ONLY	1.78	1.78	0.00
2/24/2000	T	F	8.6 Other	3.00	0.00	0.00
2/25/2000	A	M	03 HAZ MAT	3.40	3.40	0.00
3/5/2000	A	M	MX Medical At Scene	0.47	0.47	0.00
3/10/2000	A	F	04 INVESTIGATION ONLY	1.42	1.42	0.00
3/12/2000	A	F	04 INVESTIGATION ONLY	0.55	0.55	0.00
3/22/2000	T	F	15.8 Building construction	2.00	0.00	0.00
3/28/2000	T	F	5.4 Special Rescue Situations	3.00	0.00	0.00
4/10/2000	A	F	01 EXTINGUISHMENT	2.08	2.08	0.00
4/17/2000	A	F	01 EXTINGUISHMENT	1.17	1.17	0.00
4/18/2000	T	F	21.16 Pressures	2.00	0.00	0.00
4/24/2000	A	F	04 INVESTIGATION ONLY	0.20	0.20	0.00
4/28/2000	A	M	MX Medical At Scene	0.65	0.65	0.00
5/20/2000	A	F	01 EXTINGUISHMENT	5.73	5.73	0.00
5/22/2000	A	M	MX Medical At Scene	0.50	0.50	0.00
5/23/2000	A	M	09 CANCELLED	0.38	0.38	0.00
5/26/2000	A	F	02 STAND BY	0.30	0.30	0.00
5/29/2000	A	F	01 EXTINGUISHMENT	5.23	5.23	0.00
6/24/2000	A	F	01 EXTINGUISHMENT	0.63	0.63	0.00
6/26/2000	A	F	07 PUBLIC ASSIST	1.07	1.07	0.00
6/27/2000	A	F	01 EXTINGUISHMENT	8.12	8.12	0.00
6/28/2000	A	F	04 INVESTIGATION ONLY	0.63	0.63	0.00
6/28/2000	A	M	05 MEDICAL ASSIST	0.93	0.93	0.00
6/28/2000	T	F	11.4 Lays	3.00	0.00	0.00
7/2/2000	A	F	04 INVESTIGATION ONLY	0.33	0.33	0.00
7/2/2000	A	F	01 EXTINGUISHMENT	10.95	10.95	0.00
7/4/2000	A	F	01 EXTINGUISHMENT	8.53	8.53	0.00
7/6/2000	A	F	09 CANCELLED	0.25	0.25	0.00
7/8/2000	A	F	02 STAND BY	0.33	0.33	0.00
7/9/2000	A	F	01 EXTINGUISHMENT	1.38	1.38	0.00
7/13/2000	T	F	ELF Entry Level Firefighting	11.00	0.00	0.00
7/24/2000	A	F	01 EXTINGUISHMENT	6.28	6.28	0.00
7/29/2000	A	F	09 CANCELLED	0.33	0.33	0.00
7/30/2000	A	F	03 HAZ MAT	3.37	3.37	0.00
7/30/2000	A	F	01 EXTINGUISHMENT	2.58	2.58	0.00
8/1/2000	A	F	01 EXTINGUISHMENT	3.88	3.88	0.00
8/4/2000	A	F	01 EXTINGUISHMENT	0.47	0.47	0.00
8/19/2000	A	F	02 STAND BY	1.90	1.90	0.00
8/19/2000	A	F	01 EXTINGUISHMENT	3.62	3.62	0.00

T/A: T=Training, A=Activity

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## CLCFPD

## Activity &amp; Training Hours/Points Detail

Staff ID = "202"

"

202 ALLANDER, KIP K

Date	T/A	Type	Code	Hours	Hours Paid	Points
8/20/2000	A	F	04 INVESTIGATION ONLY	0.40	0.40	0.00
9/4/2000	A	F	MX Medical At Scene	0.45	0.45	0.00
9/12/2000	A	F	04 INVESTIGATION ONLY	0.32	0.32	0.00
9/16/2000	T	O	5.5 Auto Extrication	8.00	0.00	0.00
9/23/2000	A	F	08 REMOVE HAZARD	1.57	1.57	0.00
9/30/2000	T	F	1.9 Firefighter II	72.00	0.00	0.00
10/4/2000	A	F	10 MOP UP	0.70	0.70	0.00
10/21/2000	T	O	23.7 Tech/Specialist Team Drills	8.00	0.00	0.00
10/28/2000	A	M	11 SEARCH AND RESCUE	0.90	0.90	0.00
11/7/2000	A	M	05 MEDICAL ASSIST	0.28	0.28	0.00
11/18/2000	T	M	32.4 CPR	3.00	0.00	0.00
11/26/2000	A	F	09 CANCELLED	0.37	0.37	0.00
11/29/2000	T	O	21.14 Hydraulics	2.50	0.00	0.00
1/6/2001	A	F	01 EXTINGUISHMENT	21.00	21.00	0.00
1/16/2001	A	M	MX Medical At Scene	1.53	1.53	0.00
1/18/2001	T	F	21.1 Engine-Structure	3.00	0.00	0.00
1/23/2001	A	M	07 PUBLIC ASSIST	0.43	0.43	0.00
1/29/2001	A	M	MX Medical At Scene	2.48	2.48	0.00
2/10/2001	A	M	MX Medical At Scene	1.27	1.27	0.00
2/13/2001	A	F	10 MOP UP	2.40	2.40	0.00
2/18/2001	A	F	01 EXTINGUISHMENT	3.23	3.23	0.00
3/6/2001	A	M	MX Medical At Scene	0.78	0.78	0.00
3/9/2001	A	M	04 INVESTIGATION ONLY	0.33	0.33	0.00
3/21/2001	A	M	MX Medical At Scene	1.03	1.03	0.00
3/24/2001	T	F	19.5 Training Exercises	3.00	0.00	0.00
3/26/2001	A	F	01 EXTINGUISHMENT	2.28	2.28	0.00
4/15/2001	A	F	MX Medical At Scene	1.45	1.45	0.00
4/16/2001	A	F	09 CANCELLED	0.28	0.28	0.00
4/24/2001	A	F	01 EXTINGUISHMENT	0.95	0.95	0.00
4/28/2001	T	F	1.8 Firefighter 1	6.50	0.00	0.00
5/7/2001	A	F	02 STAND BY	0.17	0.17	0.00
5/12/2001	A	F	09 CANCELLED	0.82	0.82	0.00
5/12/2001	A	F	01 EXTINGUISHMENT	5.57	5.57	0.00
5/17/2001	T	O	5.5 Auto Extrication	2.00	0.00	0.00
5/20/2001	A	F	05 MEDICAL ASSIST	0.68	0.68	0.00
6/1/2001	A	F	01 EXTINGUISHMENT	3.87	3.87	0.00
6/1/2001	A	M	09 CANCELLED	0.10	0.10	0.00
6/16/2001	A	F	01 EXTINGUISHMENT	1.52	1.52	0.00
6/17/2001	A	F	04 INVESTIGATION ONLY	0.20	0.20	0.00

T/A: T=Training, A=Activity

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## CLCFPD

## Activity &amp; Training Hours/Points Detail

Staff ID = "202"

202 ALLANDER, KIP K

Date	T/A	Type	Code	Hours	Hours Paid	Points
6/29/2001	A	F	01 EXTINGUISHMENT	1.82	1.82	0.00
7/6/2001	T	F	22.9 Red Card	12.00	0.00	0.00
9/30/2001	A	O	MX Medical At Scene	0.95	0.95	0.00
10/12/2001	A	F	01 EXTINGUISHMENT	2.78	2.78	0.00
10/16/2001	A	F	02 STAND BY	2.15	2.15	0.00
11/14/2001	A	F	04 INVESTIGATION ONLY	1.13	1.13	0.00
11/17/2001	T	MR	46 MCI Training	6.00	0.00	0.00
11/23/2001	A	F	04 INVESTIGATION ONLY	0.27	0.27	0.00
1/3/2002	A	M	MX Medical At Scene	0.83	0.83	0.00
1/14/2002	A	O	09 CANCELLED	0.22	0.22	0.00
1/14/2002	A	F	01 EXTINGUISHMENT	2.50	2.50	0.00
1/23/2002	A	F	01 EXTINGUISHMENT	1.32	1.32	0.00
2/4/2002	A	M	MX Medical At Scene	1.80	1.80	0.00
2/9/2002	A	M	MX Medical At Scene	0.50	0.50	0.00
2/10/2002	T	F	5.7 Search and Rescue	8.00	0.00	0.00
2/23/2002	A	M	05 MEDICAL ASSIST	0.62	0.62	0.00
2/24/2002	A	M	09 CANCELLED	0.12	0.12	0.00
3/9/2002	A	M	04 INVESTIGATION ONLY	0.33	0.33	0.00
3/9/2002	T	F	29.5 Company Officer Certification	8.00	0.00	0.00
3/13/2002	A	O	04 INVESTIGATION ONLY	1.47	1.47	0.00
3/14/2002	A	F	09 CANCELLED	1.15	1.15	0.00
4/7/2002	A	M	05 MEDICAL ASSIST	1.10	1.10	0.00
4/9/2002	A	O	03 HAZ MAT	4.48	4.48	0.00
4/20/2002	A	O	04 INVESTIGATION ONLY	0.22	0.22	0.00
4/22/2002	A	F	09 CANCELLED	4.50	4.50	0.00
5/14/2002	A	F	01 EXTINGUISHMENT	3.12	3.12	0.00
5/20/2002	T	F	21.11 Hydrant	3.00	0.00	0.00
5/30/2002	T	F	22.9 Red Card	12.00	0.00	0.00
5/31/2002	A	O	04 INVESTIGATION ONLY	0.52	0.52	0.00
6/1/2002	A	M	08 REMOVE HAZARD	0.78	0.78	0.00
6/1/2002	T	F	23.0 Wildland Refresher	16.00	0.00	0.00
6/8/2002	A	F	01 EXTINGUISHMENT	3.95	3.95	0.00
6/12/2002	A	F	09 CANCELLED	3.17	3.17	0.00
6/15/2002	A	M	09 CANCELLED	0.08	0.08	0.00
6/24/2002	A	O	EX EXTRICATION	5.13	5.13	0.00
6/25/2002	A	F	01 EXTINGUISHMENT	2.25	2.25	0.00
6/25/2002	T	F	31.5 Vehicle Inspection	3.00	0.00	0.00
6/26/2002	T	F	22.9 Red Card	1.00	0.00	0.00
7/10/2002	A	F	01 EXTINGUISHMENT	4.55	4.55	0.00

T/A: T=Training, A=Activity

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## CLCFPD

## Activity &amp; Training Hours/Points Detail

Staff ID = "202"

202 ALLANDER, KIP K

Date	T/A	Type	Code	Hours	Hours Paid	Points
7/13/2002	A	F	02 STAND BY	3.05	3.05	0.00
7/13/2002	A	F	01 EXTINGUISHMENT	1.97	1.97	0.00
7/22/2002	T	R	4.1 Knots	2.00	0.00	0.00
7/25/2002	A	FO	02 STAND BY	1.00	1.00	0.00
8/1/2002	A	F	01 EXTINGUISHMENT	15.53	15.53	0.00
8/9/2002	T	R	28.7 Water	20.00	0.00	0.00
8/21/2002	A	O	09 CANCELLED	0.32	0.32	0.00
8/23/2002	T	F	3.4 SCBA	4.00	4.00	0.00
9/7/2002	A	F	01 EXTINGUISHMENT	2.58	2.58	0.00
9/8/2002	A	F	04 INVESTIGATION ONLY	2.38	2.38	0.00
10/13/2002	A	M	01 EXTINGUISHMENT	0.72	0.72	0.00
10/19/2002	T	F	23.9 Operations Refresher	8.00	0.00	0.00
10/22/2002	A	M	MX Medical At Scene	1.08	1.08	0.00
10/22/2002	A	O	04 INVESTIGATION ONLY	0.22	0.22	0.00
11/3/2002	A	M	04 INVESTIGATION ONLY	1.02	1.02	0.00
11/4/2002	A	M	04 INVESTIGATION ONLY	0.48	0.48	0.00
11/6/2002	A	O	09 CANCELLED	1.12	1.12	0.00
11/9/2002	T	F	3.4 SCBA	3.00	3.00	0.00
11/28/2002	A	M	MX Medical At Scene	0.65	0.65	0.00
12/14/2002	A	O	04 INVESTIGATION ONLY	0.00	0.00	0.00
12/16/2002	T	F	3.4 SCBA	2.00	2.00	0.00
1/18/2003	A	F	04 INVESTIGATION ONLY	1.07	1.07	0.00
3/1/2003	A	O	04 INVESTIGATION ONLY	0.32	0.32	0.00
3/10/2003	A	O	04 INVESTIGATION ONLY	1.62	1.62	0.00
3/17/2003	A	O	04 INVESTIGATION ONLY	0.95	0.95	0.00
3/17/2003	T	F	3.4 SCBA	3.00	3.00	0.00
4/12/2003	T	F	22.9 Red Card	8.00	0.00	0.00
4/13/2003	T	F	22.9 Red Card	8.00	8.00	0.00
4/21/2003	A	FO	04 INVESTIGATION ONLY	1.15	1.15	0.00
4/26/2003	T	F	22.0 Engine Boss	9.00	9.00	0.00
5/4/2003	A	M	MX Medical At Scene	0.60	0.60	0.00
5/17/2003	A	M	09 CANCELLED	0.12	0.12	0.00
5/17/2003	A	M	09 CANCELLED	0.12	0.12	0.00
5/31/2003	A	F	01 EXTINGUISHMENT	4.33	4.33	0.00
6/2/2003	A	R	02 STAND BY	6.65	6.65	0.00
6/4/2003	A	M	04 INVESTIGATION ONLY	1.03	1.03	0.00
6/8/2003	A	F	09 CANCELLED	1.33	1.33	0.00
6/8/2003	A	RO	02 STAND BY	2.02	2.02	0.00
6/16/2003	T	R	5.5 Auto Extrication	3.00	3.00	0.00

T/A: T=Training, A=Activity

Types: F=Fire, M=EMS/Medical, R=Rescue, O=Other

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## CLCFPD

## Activity &amp; Training Hours/Points Detail

Staff ID = "202"

"

202 ALLANDER, KIP K

Date	T/A	Type	Code	Hours	Hours Paid	Points
6/17/2003	A	O	02 STAND BY	0.18	0.18	0.00
6/17/2003	A	O	02 STAND BY	3.10	3.10	0.00
6/17/2003	T	F	22.1 Pack Test	1.00	0.00	0.00
6/18/2003	A	O	02 STAND BY	3.27	3.27	0.00
7/1/2003	A	F	01 EXTINGUISHMENT	0.68	0.68	0.00
7/3/2003	A	F	01 EXTINGUISHMENT	2.20	2.20	0.00
7/4/2003	A	O	02 STAND BY	4.50	4.50	0.00
7/10/2003	A	O	09 CANCELLED	1.25	1.25	0.00
7/15/2003	A	F	01 EXTINGUISHMENT	8.32	8.32	0.00
7/17/2003	T	R	5.4 Special Rescue Situations	16.00	0.00	0.00
7/21/2003	A	M	MX Medical At Scene	0.58	0.58	0.00
7/23/2003	A	O	04 INVESTIGATION ONLY	0.77	0.77	0.00
7/23/2003	A	O	02 STAND BY	1.17	1.17	0.00
Totals for Staff Member:				740.51	448.51	0.00

T/A: T=Training, A=Activity

Types: F=Fire, M=EMS/Medical, R=Rescue, O=Other

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